

SHERWIN-WILLIAMS
PAINTS & VARNISHES

The Hongkong Telegraph

Dutch Boy White
Red Lead

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SUPREME COUNCIL MEETING RESPECTING SILESIA.

Paris Journal's View.

(Reuter's Service.)

London, August 2.
While authorities in London are of opinion that the meeting of the Supreme Council will be confined to the Silesian question and will be of the briefest, a Paris message shows that the French contemplate a protracted council of the widest scope. The *Matin* says that besides Belgium, invitations will probably be sent to Yugoslavia, Poland, and Roumania, while if discussions on the Near Eastern question develop, Greece will be heard. Contrary to Mr. Lloyd George's belief expressed in the House Commons yesterday, the *Matin* says it is doubtful whether the experts will finish their labours in regard to Upper Silesia before the meeting of the Council, hence the decisions of the Council as regards Silesia will probably be merely provisional. The *Matin* anticipates that the Council will feel bound to take steps to save the famine-stricken population of Russia.

MAIL SERVICES TO THE FAR EAST.

No Immediate Prospect of Re-utilising Siberian Route.

London, August 2.
In the House of Commons, replying to questions as to whether there were any prospects of resuming the pre-war mail routes to the Far East, Mr. Kellaway said that there were no immediate prospects of re-utilising the Siberian route, as it did not yet offer the necessary conditions of speed and security.

THE IRISH NEGOTIATIONS.

Reasonable Notice if Truce to be Terminated.

London, August 2.
In the House of Commons, Mr. Chamberlain said it was agreed at the conference between Mr. Lloyd George and Mr. De Valera that if negotiations broke down there would be reasonable notice of the termination of the truce.

COUNTY CRICKET.

London, August 2.
Leicester won by 188 runs. Middlesex won by 232 runs. Kent won by eight wickets. Gloucester won by one wicket. Derby, Yorkshire, and Essex each won on the first innings.

THE GANDHI CRUSADE.

Enormous Bonfire of Foreign Cloth.

Bombay, August 2.
In the presence of thousands of people, including many delegates to the All India Congress Committee, Gandhi lighted a bonfire of an enormous heap of clothes made of foreign cloth, in accordance with the Nationalist campaign to encourage the revival of home spinning.

CARPENTIER-GIBBONS CONTEST.

Date and Venue.

New York, August 2.
Tex Rickard announces that the Carpentier-Gibbons fight will probably be at Madison Square Garden late in October or early in November.

ASSAULTS UPON FRENCH OFFICERS IN GERMANY.

English Officer Arrests Murderer.

Paris, August 2.
The German murderer of the French Major Montalegre was arrested yesterday by an English officer.
Another German assault against a French captain took place in the train between Berlin and Bremen. — *Havas*.

DEATH OF FRENCH SCIENTIST.

Paris, August 2.
M. Ferrier, ex-Director of the French Museum of National Sciences, is dead. — *Havas*.
(Other Telegrams on Page 2.)

EARLIER SPECIAL TELEGRAMS.

THE DUTCH INDIES.

Singapore, Aug. 2nd.
The President of the Java Bank, in his annual report, says that the general economic situation of the Dutch Indies is not brilliant but there is no question of an economic collapse. The co-operation of the Banks is a guarantee that the difficulties of the Dutch Indies will be overcome earlier than elsewhere.

SINGAPORE SHIPPING CASE.

Singapore, Aug. 2.
Judgment has been given for plaintiffs with costs in the case arising out of the requisitioning of ships during the war.

THE CENTRAL CHINA POSITION.

A Serious Movement.

A telegram to hand from Peking to-day states that the Tsuchin of Chihli — Chan Joku — has sent a telegraphic reply to the Central Government saying that the present movements of Hupeh and Hunan troops is very serious so far as the condition of the country is concerned and that he will have to conduct an army from Fentien for the purpose of quelling the rising.
A further telegram from Shanghai reports that fighting has already broken out between Hupeh and Hunan soldiers and that the city of Kung On has been captured. (Kung On is in Hupeh).

THE LUEN ON DISASTER.

Further Evidence at Supreme Court.

The hearing of the case in which Yeung Kong-yung sued the Young Shing Insurance Co., Ltd. as a result of the loss of the Luen On was continued before Mr. Justice Gompertz this morning.
The first witness called was Mr. C. J. Thompson, Chief Boarding Officer, of the Harbour Office, who said he had been in the China Seas for about twelve years. In his capacity as boarding officer, during the last two years the vessel was afloat, he went aboard her on an average about once a week. He considered that if properly equipped the ship was fitted to make the trip from Hongkong to Manila and he would have been willing to take her himself.
Mr. Jenkin said the Luen On left Hongkong on Nov. 9th on the first trip and returned on Nov. 13th. She was at sea from 79 to 96 hours; how far would she have got before she turned back?
Witness replied that the vessel should be 300 miles out, which would be about half way across to Manila.
Mr. Jenkin referred to the coxswain's statement regarding the rough weather that he of was expecting. He was of the opinion that she was too light and so returned to Hongkong for more ballast. Counsel asked what was the opinion of witness with regard to the correct amount of ballast that she should carry in putting to sea during this period.
Witness replied that she should take in two-thirds of her carrying capacity, which would be 120 tons.
Mr. Jenkin raised the question of the probability of the Luen On being sunk by other causes than by mere action of wind and waves. On Nov. 16th, when she set out for the second time, what was the state of the moon; would it be a dark night?
Witness replied that the moon would be two days old and, therefore, it would be dark.
Mr. Jenkin asked what were the probabilities with regard to a collision.
Witness answered that the only collision likely would be with fishing junks. There was a large number of them in these waters, from 200 to 300 miles from the coast. These vessels would not be Hongkong junks and were much larger than junks from this port. They very seldom carried lights, except when they were approaching other vessels, when they usually burnt a flare at.
Mr. Jenkin: You have been through these fishing fleets times without number?
Witness: Yes, sir, I have been very nearly hit by them several times.
Assuming that the Luen On had collided with one of these fishing junks, Counsel wanted witness's opinion as to what would have happened.
Witness thought that if the Luen On hit a junk it was probable that she would go down and if a junk hit her it was certain that she would founder. In reply to further questions, witness said these junks fished in pairs, with a hawser between them. The hawser was sometimes about 500 feet in length and it would be possible for a vessel to try and get between two junks towing a hawser, not knowing that it was there. If the Luen On got in the hawser she certainly would have gone down.
Mr. Jenkin: Assuming that the Luen On had got into collision with a junk or a hawser, what is your opinion as to the likelihood of a report being made of the foundering of the Luen On, on a dark night?
Witness thought that if the Luen On collided with a junk it was possible that no lives would be saved. If she collided with a hawser, both junks would know that something had happened, but not belonging to Hongkong, the junks might not know where to make the report, or they might be too frightened to say anything about it.

Addressing the Court, Mr. Alabaster said the principal point was the allegation that the ship was unseaworthy, an allegation on which, Counsel submitted, the other side had completely failed. No one would dispute that the Law required a vessel to be seaworthy at the commencement of the risk and subsequent unseaworthiness, even if it was due to the misconduct of the master and crew, it did not save the underwriters. The burden of proof of unseaworthiness rested on the underwriters. It was sometimes said, but wrongly, that where a ship disappeared soon after the commencement of the risk the burden was on the insurer, but that was not so. Counsel contended that the Luen On was not unseaworthy. If she had been she would not have lived through the four days in the rough sea the first time she went out. No case of any vessel being sunk by a junk had been brought to Court. If the Luen On was carrying her proper lights it was extremely improbable that she would collide with a junk. They knew that the Luen On was not a sea-going vessel and she therefore went at the best time of the year. She met rough weather and did not get through it. Judgment was reserved.

TYPHOON WARNINGS.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 12 noon to-day: —
Typhoon in about 135 deg. Long. E. 14 deg. Lat. N. moving N.W.
Typhoon in about 130 deg. Long. E. 13 deg. Lat. N. direction unknown.

ANOTHER FIGHT PICTURE.



This photograph, snapped in the first round, shows Carpentier, just after he had missed with his right and plunged through the ropes unable to recover his equilibrium. Dempsey is standing over him ready to hit with his right as soon as Georges regains his feet.

DARING ARMED ROBBERY.

Scene at Yaumati.

Considerable excitement was caused in Shanghai Street, Yaumati, shortly after 8 o'clock last night, when the report of revolver shooting was heard in the Woo Hing Jewellery shop, No. 121. The firing was followed a few minutes after by shouts of "Armed robbers" and a chorus of police whistles.
It appears that at 8.30 four men rushed into the shop with revolvers in their hands, and without uttering a word, two of them raised their weapons above their heads and fired into the ceiling, apparently to frighten the people in the shop, who were by this time huddled together at the back of the counter. The marauders then broke the glass top of the counter, and with remarkable celerity transferred a considerable quantity of valuables from the counter to their pockets. The show window was also broken open and relieved of part of its contents. The intruders altogether appropriated \$3,000 worth of jewellery in a little over a quarter of an hour. Police whistles were blown and Lance Sergeant Cargill and a Chinese Sergeant arrived just in time to see the robbers leaving the shop. They promptly gave chase and followed the desperadoes to King's Park where the latter turned into the back of the Po Hing theatre. Here the police opened fire, but apparently the bullets fell out of harm's way. The robbers returned fire, but fortunately the police were not hit. The police eventually lost sight of their quarry owing to the darkness. The robbery was particularly daring in view of the proximity of the Woo Hing Jewellery shop to the Police Station, from which it is separated by about twenty shops.

NEWS FROM KWANGSI.

Nanning Still Holding Out.

Our Canton correspondent says that General Chan King-ming has again asked the Kwangsi commanders in Nanning—Wong Pui Kwai and Wai Wing Cheong—to surrender the city by August 15th, together with all the munitions, equipment and a complete list of the military units. If this request is not complied with the Cantonese troops will march up in strong force and take the city by assault.
At a meeting of Kwangsi gentry and the leading merchants of Nanning it was decided to dispatch representatives to Canton to make the following proposals:—That as the object of the relief of the Kwangsi people has been achieved by the Cantonese authorities they should order the Cantonese troops not to approach further towards Nanning; that all the military expenses of the expedition should be borne by the Kwangsi people; and that as Ma Kwan-mui has been appointed Civil Governor of Kwangsi by President Sun the self-government of the Province should be left in his hand and not be subject to the interference of military power from Canton.

To-Day's Exchange.

The closing rate of the dollar or demand, to-day was 2s. 9½d.

The Weather.

2 p.m. Barometer:—29.68. Temperature:—85. Humidity:—71.

Lighting-Up Time.

Lighting-up time to-day, 7.03 p.m.

BATHING FATALITY.

Young Boy Drowned.

The friends of Mrs. Bolderson, of Nathan Road, Kowloon, will extend their deepest sympathy to her on the sad bereavement she has sustained by the death of her seven-year old son, Harry, who was drowned yesterday evening.
Mrs. Bolderson and her son went to Stonecutters to bathe yesterday and was returning by the steam launch *Fee Hu* at 7.30 when her son accidentally fell overboard at the eastern entrance to the Yaumati typhoon refuge. The launch at once stopped and cruised round the spot where the little lad had fallen. A search was made for a quarter of an hour, but no trace of the unfortunate boy was found.

News in To-day's New Advertisements.

Mr. Chas. A. Mutton has been appointed Manager of the House Servants Registration Bureau. — Page 4.

The N. Y. K. advise consignees of cargo of the arrival of the *Kitano Maru*. — Page 4.

E. D. Sassoon & Co. have transferred the agency of the Queen Insurance Co. to Messrs. Loxley & Co. — Page 4.

Lane Crawford advertise in connection with their present sale a 25 per cent. reduction in men's wear. — Page 3.

The Hongkong Theatre's mid-week feature is *Louise Glamm* in "Golden Rule Kate." — Page 12.

The Kowloon Theatre is now showing the *Caméo Girl* in "The Web of Deceit." — Page 12.

Frattolo's give a Peach Cream recipe to-day. — Page 7.

NOTICE.

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EARLIER TELEGRAMS.

THE PILGRIM FATHERS.
 Plymouth, Mass., Aug. 2.
 The celebrations in connection with the tercentenary of the
 landing of the Pilgrim Fathers was brought to a climax with the
 arrival of President Harding aboard the yacht Mayflower, escorted
 by six destroyers. One hundred thousand persons witnessed the
 parade portraying incidents of the original landing. The British
 cruiser Cambrian was among the assemblage of warships in harbour.
 The Naval Attaché represented the British Embassy. President
 Harding, in an address, hoped that the coming disarmament con-
 ference would bring the world a new era of peace and freedom. He
 characterised the international situation as "more than promising"
 and said the seeds of tolerance and understanding planted by the
 Pilgrim Fathers was beginning to bear fruit a thousandfold inter-
 nationally.

FLYING TO THE NORTH POLE.
 Washington, Aug. 2.
 Mr. Edwin Nauty, a physicist who has for long been interested
 in aviation, announces his intention of flying to the North Pole in
 September. He proposes to start from Point Barrow, Alaska, and
 proceed to Spitzbergen and North Cape observing, en route, the
 ocean, air and ice currents. The aeroplane will carry four men,
 including Nauty, is expected to average one hundred miles per hour
 and will carry fuel for fifty hours' flying. It is intended to make several
 landings on polar ice, but if this is impracticable the aeroplane will
 fly fifteen hundred miles to Spitzbergen without landing. If success-
 ful other flights will be attempted to settle definitely the location
 of the magnetic pole and the determination of the magnetic polar
 verticity. Nauty's son Leslie is proceeding to Europe to arrange
 the continuation of the flight from North Cape via the Scandinavian
 capitals to London.

GRAECO-TURKISH WAR.
 Paris, Aug. 2.
 According to an Ankara message the National Assembly has
 affirmed its intention of continuing the war until ultimate victory
 has been achieved. The Government continues its mobilisation
 organisation with a view to carrying out a winter campaign. The
 Assembly decided not to ask the Allies to intervene until the
 termination of the present war.
 On the other hand, Reuter's correspondent at Athens quotes a
 semi-official message which speaks of an expedition organising
 against the town of Angora, while the new advance is expected to
 begin within a fortnight.

SIBERIAN TRADE.
 London, Aug. 2.
 Preceded by a most modern ice-breaker, a trade expedition of
 five ships is leaving immediately for Siberia carrying eleven thousand
 tons of commodities, principally machinery, tools and railway
 material. Two of the vessels left Liverpool yesterday and will be
 joined by two British ships from Hamburg and one Norwegian ship
 from Gothenburg. They are proceeding by the Kara Sea to the
 mouths of the Obi and Yenisei whence they hope to penetrate two
 thousand miles into Asiatic Russia bringing back in October fifteen
 thousand tons of Siberian products. If successful the expedition
 will be the forerunner of a regular trading service.

JAZZING NEGROES.
 New York, Aug. 2.
 To the strains of jazz music, fifteen thousand shouting, laughing
 negroes (not fifty thousand, as cabled yesterday) paraded the streets
 of the negro quarter carrying red, black and green flags, namely, the
 international negro colours, and numerous banners, and later
 telegraphed King George urging him to use his influence to
 free Ireland, Egypt and India and prevent future race wars. They also
 telegraphed De Valera promising assistance.

SIAM MARU IN TROUBLE.
 London, Aug. 2.
 A Lloyd's message from Aden says that the Japanese steamer
 Siam Maru, bound from Yokohama to Hamburg, reports by wireless
 being twenty miles south of Cape Guardafui and requiring
 immediate assistance. The steamer Idomenus reports by wireless
 that she is proceeding to her assistance. The warships Katori and
 Kashima, which sailed from Aden on August 1st, have been informed.
 It is presumed the Siam Maru is ashore.

UPPER SILESIA.
 Paris, Aug. 1.
 The papers are unanimous in expressing satisfaction at France
 and Britain having come now to a complete agreement over Silesia.
 The Supreme Council is to meet on August 8th in Paris or Boulogne.
 M. Briand has wired the French Ambassador in Berlin to join his
 British and Italian colleagues in requesting Germany to prepare for
 the conveyance of Allied troops to Silesia.—Val.

CARUSO DEAD.
 Naples, Aug. 2.
 The death is announced of the famous Italian tenor, Caruso.

TRouble ON FERRY WHARF.

Sequel In Court.

Mak Cheuk Nam and An Cheun
 Fai were charged before Mr. R. E.
 Lindsell at the Magistracy yester-
 day afternoon with demanding
 money from Wong Yan with
 menaces. Complainant is a ticket
 collector in the service of the
 Eastern Ferry Company, which
 operates the Hongkong-Hungshom
 ferry launches.
 Mr. H. L. Denny appeared for
 the prosecution and Mr. N. N.
 Watson for the defence.
 Two other charges were also
 preferred against defendants, viz.,
 intimidating Wong Yan with
 intent to alarm him and
 with threatening him with
 a view to forcing him to do
 an act which he was not bound
 to do by law. These were
 alternate charges.

Outlining the circumstances of
 the case, Mr. Denny said that on
 the afternoon of July 10th, second
 defendant attempted to force
 through a barrier on the ferry
 wharf at Hungshom without a
 ticket, but was prevented from
 doing so by complainant. A
 struggle ensued and an Indian
 constable, who was on duty near
 the wharf, chased defendant and
 caught him. Defendant escaped,
 however, by slipping off his coat.
 Nothing more was heard about
 the incident until the following
 day when the second defendant
 and a party of men interviewed
 complainant and made various
 threats to him and a claim for
 compensation for the coat, which
 defendant had lost. In conse-
 quence of his report to the
 Manager of the Eastern Ferry
 Company, complainant was trans-
 ferred to the Kinsan wharf, the
 Hongkong wharf used by the com-
 pany, but his transference did
 not put an end to the trouble for
 several days later both defendants
 went to the Kinsan wharf and
 told complainant "You have got
 to settle this matter, otherwise you
 will get into trouble." A report
 was made by complainant to his
 master and in the evening of the
 same day a detective was ordered,
 at the request of the master, to
 accompany complainant to Hung-
 shom to meet defendants on the
 Hungshom ferry wharf, which had
 been previously appointed for the
 meeting. Defendants apparently
 thought the detective was com-
 plainant's friend for they entered
 into discussion with complainant
 in the presence of the officer with-
 out suspicion. It was arranged
 that compensation to the second
 defendant and \$1.10 to the other
 accused as "tea money" should be
 paid the next day on the same
 wharf. The next day complainant
 received some money marked by
 the Chief Detective Inspector with
 instructions to accompany Ser-
 geants Dick and Fender and three
 Chinese detectives to Hungshom to
 carry out the appointment with
 defendants. Defendants appeared
 on the wharf after the police had
 arrived, and directly after they
 had received the money, they were
 arrested. The second defendant
 threw his share (\$1.80) into a pool
 of water and his accomplice threw
 his on the wharf. All the money
 was recovered.

Mr. Denny submitted that the
 case was not one which could be
 met with a fine, but one which war-
 ranted imprisonment. The first
 defendant was a member of the
 Painters' Guild and apparently
 combined with others to intimidate
 a public servant.
 Complainant explained in
 evidence that the first defendant's
 demand was to "make good" the
 money said to have been expended
 in giving a tea party to which he
 was invited. The tea party was

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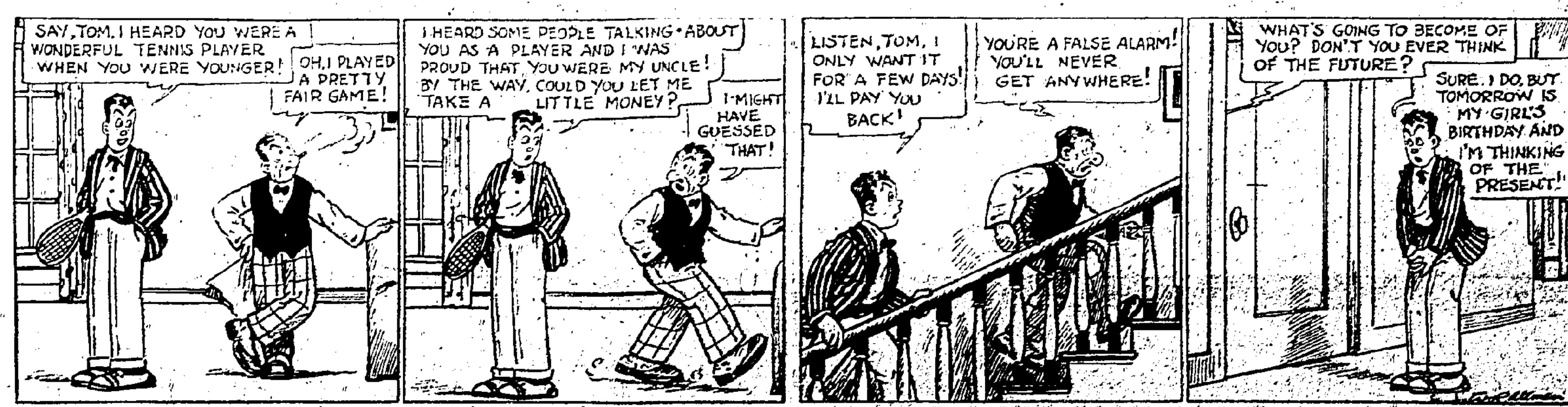
given to discuss compensation, but
 he did not attend because he
 anticipated a big crowd at the
 tea house prepared to assault
 him if he should refuse to
 give compensation to the second
 defendant.
 After further evidence the case
 was adjourned until next Wednes-
 day. His Worship expressed a
 desire to hear the evidence of the
 Indian constable who arrested the
 second defendant on the 10th.

HAND AS INDEX TO THE HEART.
 Tests Of Temperament.
 Should young men contempla-
 ting marriage study their part-
 ners' hands?
 Reference was made in a court
 case to a "tell-tale" thumb, stated
 to be flattened and "to denote a
 fickle character." How far that
 is true is difficult to say, writes a
 correspondent, but that the shape
 of a hand and the fingers is
 indicative of character is a
 physiological fact.
 An official of the Eugenics
 Education Society remarked that
 the society advocated not merely
 that young people should con-
 sider each other's health before
 matrimony, but that they should
 make the closest study of their
 character and suitability to each
 other from a mental and tempera-
 mental point of view.
THE BEST BRIDE.
 Hand shapes as a study have
 nothing to do with what is po-
 pularly called palmistry, but it is
 on general lines indicative of
 what the disposition is like—it is

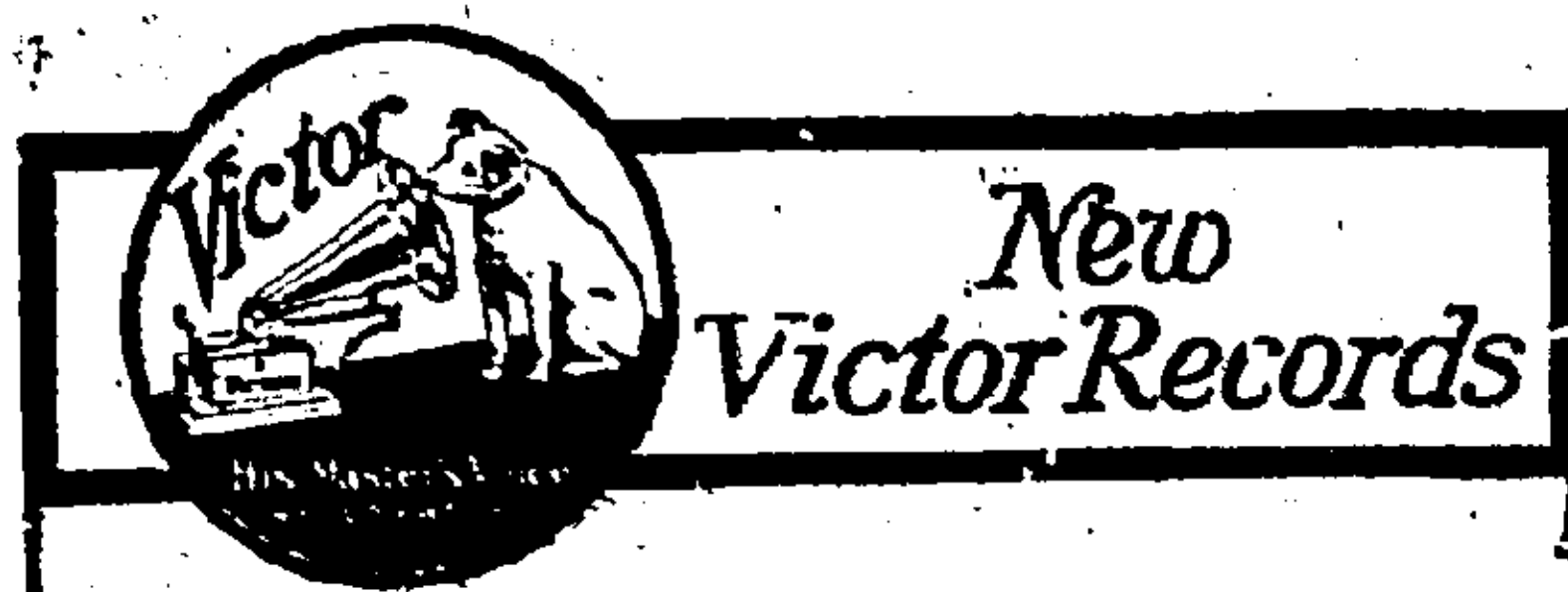
DOINGS OF THE DUFFS

The Present Is More Important

BY ALLMAN



NOTICE.



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Hy'n Dri—Fox Trot
- 18744 Slippery Shore—One Step
Underneath Hawaiian Skies—Fox Trot
- 18745 Broken Moon—Fox Trot
I lost my Heart to you—Fox Trot
- 18750 Teach Me—Fox Trot
Round the Town—Fox Trot
- 18756 Toodle—Fox Trot
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- 18758 My Man (Mon Homme)—Fox Trot
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SEA-POWER IN THE PACIFIC.

A Study of U.S.—Japan Relations.

There have been two schools of thinkers on the origins and outbreaks of wars. Some persons, of the Bernhardt school, have held that wars were biological necessities arising from the primitive instincts and antagonistic impulses of mankind, and could no more be averted than could the disasters caused by the explosion of Krakatoa or the earthquake that almost destroyed Messina. Others, pondering more deeply, have seen that, after all, wars result from the conscious actions of men—men who, for the honour of their kind, may be credited with not having perceived the full consequences of their acts. Who that could have foreseen the horrors that followed August, 1914, would not have shrunk from setting the match to that sad train of upheaval and calamity? It may yet be a useful task of the historian to reveal the respective influences, in provoking wars, of thinking discontentedly about national ambitions and rivalries, of talking about them with angry incitements in the market-place and the public Press, and finally of making calculated preparations for attaining the objects of war, if war should come. Why now are the United States and Japan organising vast forces for destruction, and glowering at one another across the wide-spaces of the Pacific?

Mr. H. C. Bywater invites us, in his work, *Sea-Power in the Pacific: A Study of the American Japanese Problem*, to study this problem. Apparently there are in the two countries disciples both of the calculating schools of war.

Mr. Bywater takes no side in this issue, and does not incite anyone to break the peace. He merely sets the pieces for the game and indicates possible moves, concerning which everyone may judge for himself. He says that when the United States fleet—in reality one of its squadrons—passed through the Panama Canal on its way to its new base in San Francisco Bay a new chapter in the history of Sea Power was opened. The remark is not original, but is probably true. In this book is amassed an abundance of facts concerning the forces apparently opposed, illustrated by the judgments of many competent persons. Nothing has been spared to do justice to the subject.

An introduction clears the ground, and then Mr. Bywater plunges into a careful and generally exhaustive account of the United States Navy, its administration, material, and personnel. In so far as the author reaches onward to the furthest recorded point of time, he runs the risk—nay, incurs the certainty—of becoming speedily out of date. In his introductory pages he describes a transitory organisation of the British Atlantic Fleet which has since been modified, and he says: naval developments in Europe have, to all intents, come to a standstill, whereas the intention is to add capital ships to the British Fleet as powerful as, or more powerful than, any he describes. His account of the present situation of the American Fleet is excellent, though it is surprising that one who is so meticulously careful in regard to the details of ships and methods of training men should make no mention of the frequent conferences of the Navy Department Council, which Mr. Daniels and his successor in the Secretaryship, Mr. Denby, consider a most important cog in the administrative machine. It may be questioned whether Mr. Bywater is correct in saying that, too far on, United States ships are built more cheaply than the British, there being a peculiarity in the American system of accounting which separates the cost of the hull and machinery from that of the guns and armour, tending thereby to confuse the estimate. The author anticipates the future where he says the Navy Department already manufactures most of its guns.

One of the most interesting parts of the book is the description of the Japanese Navy, more especially of its administration and personnel. These facts are new to most readers, and are very instructive. It appears that the administration embodies features of the British, American, and German systems. A point of importance that clearly emerges is that the duties of planning and of operations are rigidly separated from the business of supply. Mr. Bywater is full of admiration for the qualities and training of

MR. ASQUITH.

Presidential Address To The Eighty Club.

Mr. Asquith delivered his presidential address at a meeting of the Eighty Club, held in London last month.

He said that in the autumn of 1918 the country had been told that the Coalition, which it was generally accepted, was the necessary instrument for the victorious prosecution of the war, was of imperative necessity if we were to deal effectually with the problems of reconstruction. The party spirit must be in abeyance, while the heaven-sent combination of the best brains and the warmest hearts—(laughter) and he might add the loosest tongues, to be found among our statesmen, added by specially imported array of experts and supermen, and by the unflinching support of the House of Commons, would lay firm and deep the foundations of a new and better world.

"The electors gave a blank cheque," continued Mr. Asquith, "what is worse, a book of blank cheques, to the Coalition, who went merrily to work drawing upon the confidence which they had so amply received. The cheques were filled in the roundest numbers, and whole sheaves of them are now coming in for presentation and payment. And the country is beginning to realise that rarely, if ever, in its history, has it been so near the verge of national insolvency."

RELIEF FROM WAR SHACKLES. "What was the paramount duty for far-seeing statesmanship when hostilities were over? It was, in my judgment, to secure at the earliest possible moment the emancipation of our industry in all its departments from the war shackles, and, in view of the fact that we were faced with a debt ten times, and more than ten times, what it was, the scrupulous and even the ruthless curtailment of every form of national expenditure."

"What actually happened? Embargoes, some of them since declared by the courts of law to be illegal, were kept in existence, which artificially narrowed our market, preventing the influx and interchange of commodities, and which helped to sustain an unnatural level of prices."

"In the case of the real key industries—not those that are scheduled—coal, railways, agriculture, it is possible to conceive a more bewildering series of futile and short-sighted acts of statesmanship, whether in the abandonment or maintenance of State control? The haphazard fashion, with no kind of guiding or governing principles, in which one after another of these problems has been handled, has been one of the most potent and most disastrous factors in the creation of the unexampled embarrassments which confront us throughout the whole field of industry."

Japanese officers and men, but denies them any superlative excellence. Gallant and self-sacrificing as they are, he bids us not to attach too much importance to the prevalence of the Bushido spirit in the Japanese Navy.

Having described the armaments on both sides, the author next very capably explains the strategic features of the Pacific. Evidently the Americans gave hostages to Fortune when they annexed the Philippines, and the Japanese, if so minded, might, as many Americans believe, seize them when they like. Certainly their "selected moment" would not be when the American Fleet was in the Western Pacific, but probably when most of it was in the Atlantic. Such a coup would undoubtedly place the United States in a most difficult position. Whether the Japanese ever dreamed of making Hawaii part of the Japanese Empire, as Mr. Bywater suggests, is questionable, but the Americans are now firmly established there, and are making the place very formidable. They look westward to Guam, which is partially fortified, and to Yap. A chain of fortified posts stretched across an ocean is valueless without floating forces, but, if Guam were really made impenetrable and what is equally important, self-supporting, and were the base of great flotillas of destroyers, submarines and flying craft, the presumed purposes of Japan against the Philippines might be arrested or neutralised.

Can this be the reason for the building of the immense American flotillas? These and other points are elucidated by Mr. Bywater, who quotes many opinions of authorities, and his charts are valuable.

FOUR YEARS FOR FARROW.

"Prison Life has Awful Terrors for Me."

After a trial lasting 13 days the Farrow's Bank case ended at the Old Bailey with a verdict against each prisoner, and the following sentences were passed: Thomas Farrow, 58, founder and chairman, four years' penal servitude.

William Walter Crotch, 46, director, four years' penal servitude.

Frederick Duncan Tabrum Hart, 44, auditor, 12 months' imprisonment.

The jury were absent for an hour and 20 minutes considering their verdict. They found Farrow and Crotch guilty of publishing fraudulent statements regarding the bank, and Hart with aiding and abetting since 1918. Hart was strongly recommended to mercy.

JUDGE AND JURY THANKED. In a voice frequently broken with emotion, Farrow made a long speech from the dock. He thanked the judge for his impartiality, and also his counsel, "whose words," he said, "will remain with me to my dying day." He also paid a tribute to the jury, which had listened with great attention to all that had been said in his favour. Proceeding he said—

"But I do deeply regret the verdict. I never thought I should live to see the day when I should be declared a criminal. I have, of course, deplored the result to those unfortunate depositors, who, through the sudden stoppage of the bank lost their money, but the loss of my life's work is to me hell indeed."

FARROW'S LOST HOME. "I did hope I could build up an institution to which my children could one day point with pride and say my father built it. I have lost my home. I had to sell up everything to conduct my case."

"I do assure you I found the task of running this bank a colossal one, the responsibility of handling four millions of the people's money sometimes seemed too great a burden."

"I made the bank my financial child, and you can understand the extraordinary feelings that have come over me here when I found that child being discredited and denounced, and I, being innocent—and I say it with all sincerity—deemed to be a criminal. I had no idea there would be found 12 of my fellow-countrymen who would unanimously say Farrow is a criminal."

"Thank God I have six children who still believe in the honour of their father, and who, although I am going down, will bravely hold up their father's name with pride even to an unbelieving world. . . . I had faith in the assets of this bank. If circumstances had permitted me I would have devoted my life to seeing that every dy was paid to the last penny."

"OVERWHELMING." The idea of prison life had awful terrors for him, and he was so constituted that it was overwhelming.

"I ask you," he said, "to enable me to get back from prison as quickly as possible, so that I can hold up my head once more. I have never robbed a man in my life. All this has been brought about by bad management and want of foresight, but not through any culpable error or crime on my part."

Crotch also addressed the judge and said he never intended to inflict any injury on the public.

The judge, in his summing up, which lasted four and a half hours, remarked that the defendants were, before the charges were brought against them, men of irreproachable character.

GENERAL NEWS.

HYMNS OF HATE?

"She says things that are not nice—and sings them, too, said a landlady, complaining of a sub-tenant at Clerkenwell County Court.

"HUNGRY SPIRITS."

The Chapel Street Union, the Haining Road Street Union, and the "Chinese National Products Lecture Society," have just issued a declaration of war upon hungry spirits. At a meeting the other day, some 20 representatives of these societies decided to start a campaign against ceremonies for the "feeding of hungry spirits," which takes place annually in the seventh moon. Circulars are to be issued urging people to abandon the practice and devote the expenditure to more useful purposes of trade.

LANE, CRAWFORD'S SALE

FOR THIS WEEK ONLY

25% REDUCTION ON ALL MEN'S

HATS AND ALL READY-TO-WEAR

SUITS, TROUSERS,

RAINCOATS, OVERCOATS,

GOLF JACKETS, ETC.

JARDINE, MATHESON & Co., Ltd.,

ENGINEERING DEPARTMENT.

14, PEDDER STREET, HONGKONG.

TELEPHONE 215 & 3351.

SOME AGENTS FOR

MERRYWEATHER & SONS, LTD.,

PATENT LIGHT PORTABLE

"VALIANT"

STEAM PUMP

FOR

FIRE EXTINGUISHING,

WATER SUPPLY,

TWO

"VALIANT"

is made in two leading sizes, to deliver 100 gallons and 200 gallons, respectively.

IRRIGATION,

FLUSHING,

MINING,

DRAINAGE,

etc., etc.

THE ONLY ENGINE

which can be transported entire by a few men across country where roads do not exist.

July 28 to August 16

NOW IS THE TIME

to BUY and SAVE

— AT —

SINCERE'S SUMMER SALE

SOMETHING SPECIAL THIS YEAR.

UNUSUAL BARGAINS.

COME EARLY.

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."

KIRIN-HUINING RAILWAY. Necessity for Construction Loan.

It is learned from well-informed Chinese circles at Mukden that a conference was held there last month under the presidency of General Chang Tso-lin, at which many high officials were present, with regard to the loan agreement of the Kirin-Huining Railway.

The conference, after discussion, unanimously agreed on the urgent necessity of constructing the railway and decided to take action towards speeding up the construction. The conference also passed a resolution

to control all demonstrations and opposition of the Kirin Provincial Assembly and the associations of students, and subsequently a telegram was sent to the Peking Government, declaring the necessity for the immediate construction of the railway and that the authorities of the Manchurian provinces will see that the loan shall not be used for political purposes.

It is further learned, that the Manchurian provinces have given up all hope of concluding the loan with Japan independently, but have adopted the formality that the conclusion of the loan should be made by the Peking Government.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—An experienced telephone operator for Bank. Please state in reply age and experience. Box No. 589 c/o "Hongkong Telegraph."

WANTED.—Furnished room for bachelor (Englishman), without board, Broadwood Road or Morrison Hill District, or within easy distance from Race Course. Apply Box No. 592 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Large Godown at Wanchoi (known as Mody Godown). Apply Lee Hy San & Co., 202 Queen's Road Central.

TO LET.—Godown at Yau-mai. For particulars apply to the Hongkong Land Reclamation Co., Ltd.

NOTICE.

We have this Day transferred the Agency of the Queen Insurance Co. to Messrs. W. R. Loxley & Co.

E. D. SASSOON & CO., LTD.
Hongkong, August 1st, 1921.

NOTICE.

We have this day taken over the agency of the Lancashire Insurance Co. from Messrs. David Sassoon & Co. Ltd.

T. E. GRIFFITH, LTD.
Hongkong, August 1st, 1921.

NOTICE.

We have this day transferred the Agency of the Norwich Union Fire Insurance Society, Ltd. to Messrs. Reiss & Co.

Hongkong, 1st August, 1921.
DAVID SASSOON & CO. LTD.

NOTICE.

We have this day transferred the Agency of the Lancashire Insurance Co. to Messrs. T. E. Griffith, Ltd.

Hongkong, 1st August 1921.
DAVID SASSOON & CO. LTD.

HOUSE SERVANTS REGISTRATION BUREAU.

In order to cope with the ever increasing demand for our services, we take pleasure in announcing the appointment of MR. CHAS. A. MUTTON as manager in charge of this bureau.

MR. MUTTON, a resident of this colony has 27 years experience on the China coast and brings to this office a most thorough knowledge of the needs of the household in this community.

ERVIN J. WEISS,
General Manager.

We have on Telephone No. 441
Room 6, Hotel Macao
Opposite P. O. Dispensary.

THE COWIE HARBOUR COAL COMPANY LIMITED.
SILIMPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Covie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents,
The COWIE HARBOUR COAL CO. LTD.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday the 5th Aug., 1921, commencing at 11 a.m. at No. 1 Prince's Building, (2nd Floor)

A Quantity of Office Furniture and Fixtures, Typewriters, Electric Fans, etc.

Terms.—Cash on delivery.
LAMBERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Monday the 8th Aug., 1921 commencing at 2.45 p.m. at No. 8 A Block, Kowloon Docks

A Large Quantity of Valuable Household Furniture (full particulars from catalogue) On view from Sunday the 7th inst.

Terms: Cash on delivery.
LAMBERT BROS.
Auctioneers.

HONGKONG TRAMWAY COMPANY LIMITED.

(INCORPORATED IN THE UNITED KINGDOM)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of ONE SHILLING per share on account of the year 1921 has been declared.

The DIVIDEND will be payable on and after Wednesday, the 31st day of August 1921 to Shareholders on the Register on Tuesday, the 9th day of August 1921, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2/7 per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.

Hongkong, 25th July, 1921.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of ONE DOLLAR per share for the six months ending 30th June, 1921, will be PAYABLE on Tuesday, August 9th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday, August 2nd to Tuesday, August 9th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
G. E. ELLAMS,
Acting Secretary.

Hongkong, 15th July, 1921.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS.

The Company's Steamship "KITANO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon Today.

Goods not cleared by the 10th Aug., 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents,
Hongkong, 3rd August 1921.

HONGKONG HOTEL CO., LTD.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, AT NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will show where in the draft new Memorandum of Association differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and also for the following further purposes, namely:—

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by arguinal notes. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid, on Saturday, the THIRTEENTH DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING to be held as aforesaid will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely:—

(3) That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

(4) That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 consisting as aforesaid, to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 150,000 new shares (subject, as hereinafter mentioned) to be issued at such time or times and on such terms and conditions, in every respect, as the Company's Board of Directors may think fit.

RAINFALL FOR JULY.

We are indebted to the Superintendent of the Botanical and Forestry Department for the following record of July's rainfall, as recorded at the Botanic Gardens:—

Date	Inches
July 1	1.44
" 2	1.12
" 3	5.73
" 4	1.9
" 5	.07
" 6	.52
" 7	1.75
" 8	—
" 9	—
" 10	—
" 11	.32
" 12	—
" 13	—
" 14	—
" 15	—
" 16	—
" 17	.91
" 18	.10
" 19	—
" 20	.09
" 21	—
" 22	—
" 23	—
" 24	1.04
" 25	.53
" 26	.07
" 27	—
" 28	—
" 29	.10
" 30	—
" 31	—
Total	13.88 inches

LORD CURZON'S DENIAL.

On his attention being called to the report of a Unionist intruder in the Cabinet to replace Mr. Lloyd George by Lord Birkenhead as Premier, Lord Curzon of Kedleston said: "There is not a word of truth in the story. It is quite absurd."

DON'T START A JOURNEY ON FRIDAY

or any other day without Pinkettes, because they help to keep off train-sickness and seasickness, dispel the constipation so common when travelling, keep the liver active, relieve Piles, and prevent the ill-effects of strange or badly cooked food.

Pinkettes are tiny but thorough, act as gently as nature, and thus are laxative perfection. Chemists everywhere sell them, or post free at 50 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

(5) That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company's and, in the credit of General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders of the Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the person who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 or such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December, 1920 and such distribution to be in satisfaction of the aforesaid bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid, on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, such last mentioned Resolutions as Special Resolutions.

Dated this fourteenth day of the July, 1921.
J. H. TAGGART,
Manager.

CHINESE ITEMS.

Famine in Kweichow.

We take the following from today's Canton Times:—

An appeal was made by the Educational Association of Kweichow to the Government and the people for contributions to relieve the suffering of the people in Kweichow who are now starving on account of crop failures through drought, and subsequent hailstorms. The crops in the farming regions of the province were destroyed mostly by drought and locusts. Hundreds of thousands of people are suffering from want of food while many others are forced out of employment which aggravates the situation. Contributions of food supplies and funds will be received at the Educational Association in Kweichow, and distributed among the famine refugees in the different localities.

After walking a long distance from the Canton-Samsui Railway Station on the Bund to the Cheng Wang Temple on Wai Oi Maloo, yesterday afternoon when the intense heat was almost intolerable, a man endeavoured to quench his thirst by partaking of several dishes of ice cream from a street vendor in front of the Temple.

The man resumed his journey but by the time he reached the East Gate, he collapsed and before any help could be given him, he was found dead on the spot.

With the absence of the troops in the district of Samsui who are now at the front fighting the Kwangsi troops, the bandits in that locality are conducting a very active campaign in pillaging the surrounding villages and kidnapping peaceful inhabitants with a view to extort ransoms for their release.

The latest raid of these bandits was at a village near Loo Pao in Samsui. Every house in this village was entered and looted and 4 boys were taken for the release of whom large sums are demanded. Seven buffaloes were also taken from the villagers. The village volunteers being outnumbered were easily overcome by the bandits, and not one bandit was captured.

ARMS AND CIGARETTES

A "Farmer's" Story.

At the Magistracy this morning a Chinese was charged with the illicit possession of several thousand dutiable cigarettes, two revolvers and four rounds of ammunition.

A Chinese Revenue Officer stated that in pursuance of information he boarded the str. Tai Lee yesterday afternoon to search for some broad-brimmed Chinese coolie hats. He located the object of his quest in the hold, near a place where defendant was lying awake. Defendant's head was resting on a basket and two lots of Chinese hats, piled up in pairs, on either side of him. The cigarettes were sandwiched between two hats while secreted between two other similar pieces of headgear was a small bag containing the arms. When he was examining the bag defendant snatched it, but witness retrieved it. In a statement made at the Harbour Office defendant's explanation for snatching the bag was that he thought the bag was his coat which he had previously handed to a clansman on board the steamer to be washed.

Defendant made an irrelevant statement of how he lost several hundred dollars in gambling in Samsui while on his way to Hongkong to find a friend who had promised to secure him employment. He was a farm labourer in his village.

When asked by the Magistrate to confine himself to the facts, defendant said "The hats are not mine. I know nothing about them."

The Magistrate: Do you expect me to believe that being a farmer you had several hundred dollars to lose in gambling?

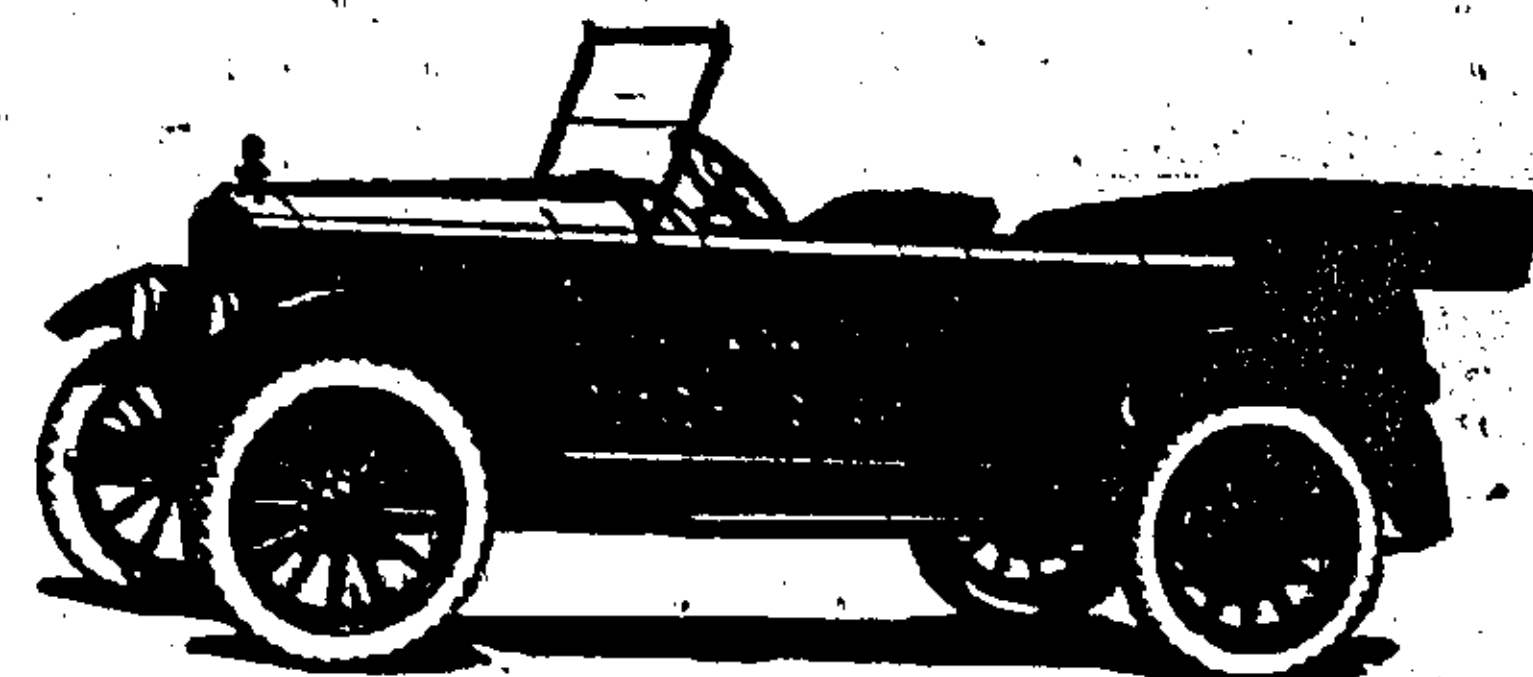
Defendant said the money had been remitted to him by his father at various times.

In reply to his Worship the Revenue officer said the information received did not include the arms.

Mr. Lindes sent defendant to six months' hard labour for possession of arms and imposed a fine of \$250, or three months' imprisonment, for the other charge.

USED CARS FOR SALE!

SPECIAL OFFERS.



Dodge, 5 seaters,\$1,600 and \$2,000.
Elgin, 5 seaters,.....\$1,600 and \$1,700.
Overland, Model 90, 5 seater,.....\$1,700.
Willis Knight, 5 seater,.....\$2,000.
Willis Knight, 7 seater,.....\$3,000.
Hudson, 7 seater,.....\$3,000.
Hudson, 7 seater,.....\$4,000.
Chandler, 7 seater,.....\$3,500.

All these cars are in excellent running order, most of them have been newly painted and overhauled. Suitable for private use or garage service.

THE DRAGON MOTOR CAR CO., LTD.

TELEPHONE 482 & 3552. 24, Des Voeux Road, Central. AGENTS FOR. Locomobile, Mercer, Chandler, Cleveland, Hudson, Essex and Dodge cars. TELEPHONE 482 & 3552.

THEFTS AND BURGLARIES.

An Unusual Crop.

A number of burglaries and house-breakings has taken place during the last few days, the majority of the victims being Europeans.

Lance Corporal Gooding of the Wiltshire Regiment, reports that between 3 p.m. on the 29th, ult., and 10 p.m. on the 1st, his box was broken open by some unknown individual, who extracted therefrom \$275 in notes.

A Chinese woman, living at No. 10, Aberdeen Street, was the victim of a burglary, in which she sustained the loss of \$45 worth of clothing.

The dwelling of a Chinese employed by the police, was entered by burglars, who secured admission by breaking the verandah window. Jewellery to the value of \$100 was stolen.

Mr. Cuff, head guard of the Kowloon-Canton Railway, reports that between the 31st, July and the 2nd, someone entered his quarters in Hungnam and purloined a Smith-Weston revolver, 20 rounds of .38 ammunition, another revolver and nine rounds of .32 ammunition from his box, which the burglar opened by means of a skeleton key. The other revolver and the second lot of ammunition belonged to Mr. Winyard, who resides in the same quarters. From a drawer the burglar pilfered two pairs of serge trousers, a pair of uniform trousers and a brass coffee pot. The value of the last-named article is \$5. Mr. Cuff suspects his "boy" who has absconded since the theft.

Another burglary has been reported by Mr. J. C. McLeggin, a draughtsman of the Kowloon Docks, who states that on Monday night someone entered his room, the door of which was open, and stole two \$100 notes on the Hongkong and Shanghai Bank. Mr. McLeggin believes that the culprit was his houseboy whom he had dismissed some time ago.

Mr. S. Hope, a draughtsman, of the Taikoo Docks, living at No. 6, Stanley Terrace, reports that jewellery to the value of \$30 and \$200 in money were stolen from a drawer of his desk in his bedroom yesterday.

WITHOUT PREJUDICE.

Solicitor at Bow County Court—Has the man any means?—Creditor—Oh, yes, ample. He's married.

Heard at Bow County Court—It was just dark enough to set rid of a bad "bob" on the top of an omnibus.

Solicitor at Marylebone County Court—What do you mean by "for all time"? The reply—For so long as it suits my purpose.

"You know the law, sir, and are better educated than I am," said a man to Mr. A. Smith, the Willenden Magistrate. Mr. Smith—Oh, no, I am not. Same college as you—school of experience.

Tottenham Magistrate to a persistent rate defaulter—The next time you are summoned, if you come before me I shall not give you any grace. You will go

TO-DAY'S MISCELLANY.

An ancestor of Viscount Dillon, who figures in the recent honours list, raised an infantry regiment, "Le Regiment de Dillon," which fought gallantly for France during the eighteenth century. Originally recruited in Ireland in support of James II., it was taken over to France after the Battle of the Boyne, and Arthur Dillon, a younger son of the seventh Viscount Dillon, its founder, became the first "colonel propriétaire du Regiment de Dillon," and was created a count by Louis XIV.

After Count Dillon's death the colonelcy devolved upon his eldest son who subsequently inherited the Irish peerage. The eleventh viscount, after the Battle of Dettingen, at which he was present as brigadier, quitted France to settle in Ireland. Before his departure he assigned the colonelcy to his brother, James Dillon, who was killed when leading his regiment at Fontenoy during the famous charge which proved the turning-point of the battle.

Two years later, when the fourth brother, James, who succeeded to the colonelcy, was killed at the Battle of Landford, a curious situation arose. The fifth brother, Arthur, being in Holy Orders (he subsequently became Archbishop of Narbonne), was not eligible for military service, and several French noblemen applied for the vacancy, but in vain. "Lord Dillon is married," said Louis XV., "and so long as there is any prospect of a Dillon succeeding to the proprietorship I will not sever a connection cemented by such gallant services and so much blood." Accordingly Lord Dillon, though residing in Ireland, managed the affairs of the regiment until 1767, when his second son, Arthur, became colonel. It was the beginning of a notable military career. When the Prussians and Austrians invaded France in 1792 he shared with Dumouriez the honour of the successful operations in the Forest of Argonne, and pursuing the retreating enemy recaptured Verdun. In 1793 he was given the command of the army on the Rhine, but being denounced as a Royalist was summoned to Paris and condemned to death. Among those carted with him to the guillotine on April 14, 1794, was the widow of a millie Desmoulins, who, when beckoned by Sanson, exclaimed, "Oh, M. Dillon, will you go first?" "Anything to oblige a lady," he replied with a smile. Mounting the steps of the guillotine, he called out "Vive le Roi!" Thus died the last "colonel propriétaire du Regiment de Dillon."

straight to prison. It is up to you to dodge me in future."

Motorist at Highgate—The police sergeant called me a "fellow." Magistrate—That is nothing. We Magistrates are "fellows."

"When I am out of work I always do the washing and ironing," said a man at Willenden, to prove that he was a good husband.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"TEUCER"	15th Aug.	London, Rotterdam & Hamburg
"TBIRIAS"	16th Aug.	London, Amsterdam & Antwerp
"CALCHAS"	30th Aug.	London, Rotterdam & Antwerp
"KEEMUN"	6th Sept.	London, Rotterdam & Hamburg
"NELEUS"	13th Sept.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"EURYPIUS"	8th Aug.	Genoa, Marseilles & Liverpool
"CYCLOPS"	19th Aug.	Havre, Rotterdam & Liverpool
"NINCHOW"	8th Sept.	Genoa, Marseilles & Liverpool
"THESEUS"	20th Sept.	Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

"PROTESILAUS"	5th Aug.	Victoria, Seattle & Vancouver
"IXION"	24th Aug.	
"TALTHYBIUS"	14th Sept.	

NEW YORK SERVICE

(via Suez or Panama)

"HELENUS"	6th August.	via Suez
"ASCANIUS"	7th Aug.	for Shanghai
"TBIRIAS"	15th Aug.	for Singapore & London
"ASCANIUS"	7th Sept.	for Singapore & Liverpool
"PYRRHUS"	11th Oct.	for Singapore & London

For Freight and Passage Rates and all Information Apply to:-

BUTTERFIELD & SWIRE AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"SILVER STATE"

having arrived from New York & Seattle via ports, on July 31st, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of The Hon Shan Godown Co., 16 & 17 Kennedy Town Praya, Hongkong, and stored at consignee's risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Aug. 6th by the Co's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claim will be recognized after the goods have left the Godowns, and cargo undelivered on and after Aug. 8th will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC S.S. CO.

United States Shipping Board, Emergency Fleet Corporation, Managing Agents,

THE ADMIRAL LINE.

5th Floor, Hotel Mansions, Hongkong, 30th July, 1921.

FANCY NAMES FOR "MARG."

During last year 42 applications for permission to use fancy names in connection with margarine were received by the Board of Agriculture for Scotland. Approval was given in 39 cases.

CONSIGNEES.

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM,

PORT SAID, COLOMBO

AND STRAITS.

The Motor Vessel

"GLENADE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th inst., at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on the 6th inst., at 10 a.m. Claims against the steamer must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON

& CO. LTD.

Agents.

Hongkong, 1st Aug., 1921.

THE CHINESE NAVY.

Admiral K. K. Lang, Commander-in-Chief of the Chinese Navy who has his headquarters in Shanghai, has tendered his resignation, which has been accepted and Admiral Tsiang Tseng, Vice-Minister of Navy, has been appointed to act concurrently with his present position. Admiral Lang is appointed to the charge of the Chinese warships in Vladivostok.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS
Call Flag "L"Sole Agents for
"KELVIN MOTORS."

Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K.21.
Manager ... K.633.
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Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

AND

CHINA MUTUAL STEAM

NAVIGATION CO. LTD.

Consignees per Co's Steamer

"KEEMUN"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 2nd August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 22nd Aug., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st Aug., 1921.

THE EAST ASIATIC Co. Ltd.

Copenhagen.

The Motorship

"AFRIKA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th July.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m.

All claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MANNERS & BACKHOUSE,

LTD.

Agents.

Hongkong, 1st Aug., 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

INDO-CHINA STEAM

NAVIGATION CO. LIMITED.

From CALCUTTA, PENANG,

and SINGAPORE.

The Steamship

"YATSHING"

having arrived from the above Ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 7th Aug., 1921, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

LTD.

General Managers.

Hongkong, 1st Aug., 1921.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"CILICIA"

From TRIESTE, via VENICE,

BRINDISI and STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the Under- signed on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,

Agents.

NOTICE TO CONSIGNEES.

The Steamship
"BOLTON CASTLE"
From NEW YORK.

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th July.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the Under- signed on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,

Agents.

CONSIGNEES.

INDO-CHINA STEAM

NAVIGATION CO. LIMITED.

NOTICE TO CONSIGNEES.

From JAPAN and SHANGHAI.

The Steamship

"KUMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 8th inst. at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON

& CO. LTD.

General Managers.

Hongkong, 1st August, 1921.

THE INTERNATIONAL

CONFERENCE.

Marquis Okuma on the

Proposal.

Interviewed by a Kokusai representative, Marquis Okuma made the following statement regarding the conference proposed by President Harding:

"The solution of the armament restriction problem may be achieved by the example being first set by such leading naval Powers as Britain and America. While it is open to question how far the conference proposed by America will contribute towards the realization of the aim in view, the attempt is highly worth while."

"Great respect is due to the United States which has had the courage and discretion to make such an important proposal at this juncture, when every nation is weary of hostilities and anxious for lasting peace. Japan will certainly be among those Powers who will enjoy the greatest benefit from an agreement for armament limitation, since a considerable portion of the military expenditure can in future be invested in more urgent and more effective enterprises. This gratification will be shared by all the other Powers who participate in the convention."

"The present situation reminds me of the remark made some time ago by one of the most distinguished American visitors to this country. He stated that if America really wants to ensure the world's peace she ought to destroy all her warships at once and then invite the world Powers to join her in efforts for the establishment of permanent peace. The remark was rather eccentric but nevertheless contains a serious truth."

"The difficulty of the realization of the proposed restriction is enhanced by the fact that the nations are not yet controlled by perfect moral principles, and also as the latest developments of science render it quite possible to construct submarines and other warships within a remarkably limited period."

"This, however, does not in the least alter the fact that at this juncture when the League of Nations has been called into existence through the efforts of Britain, America and France, even if not in a very perfect form, that the theory of armament restriction has a tendency to crystallize into tangible shape, and the proposed conference is well- come as joyful news to all mankind."

VISCOUNT SHIBUSAWA'S VIEWS.

"I am very glad to hear that President Harding has initiated the calling of an international conference on the limitation of armaments," were the words used by both Viscount Shibusawa and Mr. Fujiyama, President of the Tokyo Chamber of Commerce, representing the business element of Japan, when asked by a Kokusai representative as to their views on the American President's latest move in international politics.

"As all the world knows," continued the Viscount, "I have devoted many years of my life to the promotion of peace and goodwill between Japan and the other nations of the world, and the American proposal is in full accord with my desires. Only a few weeks ago, I addressed the meeting of the United Chambers of Commerce of Japan, and not only urged all present to become members of the Japan Society of the League of Nations, but also asked for their support of my proposal to invite the London and New York Chambers of Commerce to co-operate with the Chambers of Commerce in Japan in bringing about a limitation of armaments. Again, at the beginning of this month, I had an opportunity of speaking to the America-Japan Society and used the occasion to put forward the same idea. So that you will understand that the proposal now advanced by Mr. Harding is one that is very near to my heart."

Mr. Fujiyama told the correspondent that he was on the point of putting into effect Viscount Shibusawa's suggestion and of telegraphing to the Chambers of Commerce in London and New York asking their co-operation in furthering the disarmament idea. He therefore welcomed the American President's move, which was in line with the ideas of the Japanese business world.

Up to quite recently, he said, Japan found it necessary to maintain a large army in order to meet possible dangers in Asia, but as the menace no longer existed, he thought it quite possible to reduce the army to the limits of national safety. American naval expansion too, he thought, had tended to make the people of this country nervous, but if the American proposition is backed up with sincerity, it becomes unnecessary for Japan to keep up such a large array of warships.

"And, so necessary," he concluded, "is some form of relief from the present excessive demands of armament expenditure, that any scheme that will help to lift that burden must be heartily welcomed and accorded warm support."

Two lives for a ball. Father and son were drowned at Picnic Down.

A father and his son were drowned at Sheepwash, Northumberland, in trying to reach a ball from the River Wansbeck.

Thomas Broom, of Ashington, took his family for a picnic in the woods. Edward, his son, had taken a ball with him, and near the banks he and some comrades began to play with it. During the game the ball rolled into the river.

Edward immediately rushed towards the water in the hope of rescuing it, but overbalanced and fell in. His father had meanwhile also gone to the water's edge, and he, too, fell in when making an attempt to drag the boy out.

The river at this point was much deeper than had been thought, and father and son found themselves out of their depth. They called for help, but all efforts to save them failed.

CHINESE STUDENTS IN JAPAN.

Unpopularity of Studies.

There has been a marked decrease of late years in the number of the Chinese students studying in Japan. In analysing the cause of this decrease, the Asahi refers first to the high cost of living and next to the indifferent attitude which is taken up by the Japanese generally towards such Chinese students. Prior to the First Revolution, in China, the Japan se journal says, a Chinese student in this country could live on Yen 300 a year. The outbreak of the European war was followed by a steady rise in the price of commodities in this country, but this was to a great extent counterbalanced by the high value of silver. The sharp fall in the value of silver, which subsequently took place, however, threw the Chinese students into distress. To make their situation worse, the Chinese Government suspended the supply of school expenses hitherto granted them, and the students could hardly afford to continue their studies in a country where the prices of commodities were so alarmingly high. As regards the cold and unsympathetic attitude assumed by the Japanese towards the Chinese students, it is a patent fact. Very often a Chinese student, though living in Japan for ten years or more, cannot gain an intimate friend among the Japanese.

This is not so much because of the unsocial nature of the Chinese, says the Asahi, as because the Japanese do not open their hearts to them, keeping them always at arm's length. The Japanese and Chinese students never mix together in cordial friendship in their schools, while outside the schools, the Chinese students are indifferently treated by the Japanese public, so long as there is no money to be got from them. Their daily life is indeed a very uncomfortable and difficult one. Most dormitories of the Japanese shut their doors against them, while Japanese lodging houses make a point of charging exorbitant rents, some houses actually refusing to take them as lodgers. There is another vexatious factor in the shape of the police. Whenever meetings are held by Chinese students, the police insist upon offering unwarranted interference, no matter how unharful they may be. Such an attitude on the part of the Japanese authorities and people naturally hurts their pride and susceptibilities a good deal. They soon come to find their life in Japan unbearably unpleasant, and decide to go home. Their experiences in this country, when related to their friends at home, have the natural effect of discouraging them in a desire to visit Japan in the prosecution of their studies. The consequence is the present remarkable falling off in the number of the Chinese students, which was given as 3,683 in June.

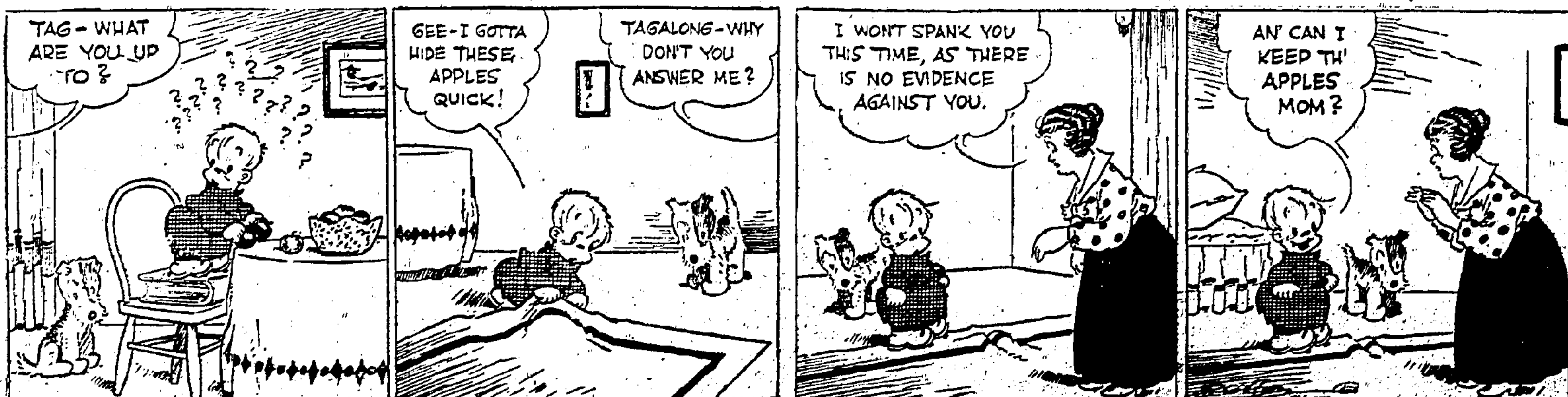
DON'T BUY GLASSES

as you would shoes. Many defects of the eye are revealed only by a careful examination, and can only be corrected with specially ground lenses. If your eyes trouble you, have them thoroughly examined and scientifically tested in the Refracting chamber of the Hongkong Optical Co., Successors to Clark & Co., Manufacturing and Refracting opticians (the only competent optical manufacturing house in the Colony) located in 53, Queen's Road Central, and a pair of lenses be specially ground to correct their defects.

FRECKLES AND HIS FRIENDS

Tag Can't Keep a Secret

BY BLOSSER.



MORNY Face Powder

" Toilet Waters

" Perfumes

" Dusting Powders

" Soaps

We have just received a shipment of the above from Morny Freres Ltd. of London and Paris.

A.S. WATSON & CO., LTD.

Hongkong Dispensary.

TELEPHONE 10.

Cable Address: Hongkong. Telegraph.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

Birth.

DREYER—On August 3, at Peking, to Mr. and Mrs. H. Dreyer, a son.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 3, 1921.

THE ECONOMIC PROBLEM.

Some interesting discussions took place at the recent gathering of the International Chamber of Commerce in London, one of the most important resulting in a resolution calling upon Governments to pursue a strict line in regard to economy, at the same time urging a policy of currency deflation, disarmament, the organisation of export credits, the freeing of commerce from all restrictions and barriers, and the avoidance of external debts by countries whose currency stands at a large discount. This is an ambitious programme, and one providing sufficiently perplexing problems for the most conscientious student of political economy. In the main the resolution follows the recommendations of the International Financial Conference which met at Brussels last year, and was attended by representatives of nearly forty nations, who for some time seemed to have forgotten the pious views expressed on that occasion. Lately the signs have been more encouraging. For one thing, the Brussels resolutions were in the nature of counsels of perfection. The advocates of the freeing of commerce from all restrictions and barriers will scarcely approve the "anti-dumping" measures recently adopted by the Parliament at Home, against which leading London bankers have issued a protest; but in other directions there are indications that the points of the resolution are receiving practical attention.

In regard to the first point, that of economy, we know that the British Legislature is now adopting a policy of retrenchment, witness the revision of the Unemployment Insurance Act and the repeal of the Agriculture Act, while with respect to disarmament, which must have a great reflex effect upon economy, the eyes of the nations are turned upon the Washington conference. The organisation of export credits to assist trade, which hung fire for some time, is now under way. As to the "avoidance of external debts by countries having a heavily depreciated currency," if borrowing is referred to, such commitments are certainly to be deprecated wherever they can possibly be avoided. If debts for the supply of imports are alluded to, this seems to cut at the clause favouring the unrestricted flow of commerce, but countries whose currency stands at a discount are not likely to run up bigger scores than they can help. For instance, Britain has been seeking to limit imports from and to increase exports to the United States with view to restoring the exchange.

On the question of currency deflation, a spirited debate was notable for a speech by Prof. Cassel, an experienced economist, who moved to delete the words "progressively increased" from the resolution, which urged that "the inflation of paper currency should be stopped and progressively decreased." Apparently Prof. Cassel, while against further inflation, thinks it would be unwise to proceed with deflation yet awhile. He was emphatic in his warning in regard to the dangers of a financial policy designed to restore the pre-war value of paper currency at the earliest possible moment, and he attributed the trade depression and the unparalleled amount of unemployment to efforts to increase the value of money by forcing down prices. This is a somewhat novel argument, with a certain degree of force, but open to the serious objection that high prices check trade. The point that emerged clearly from the discussions is that as the primary remedy for its ills the world must produce.

NOTES & COMMENTS.**Our University.**

The Hongkong University is to be congratulated and Messrs. John Swire and Sons are to be complimented on the news which was made public yesterday that the firm has donated the handsome sum of \$100,000 to form part of the Endowment Fund for the benefit of the Taikoo Chair of Engineering and the engineering section of the University. As is very well known the Taikoo Chair was founded by the associated firms of John Swire and Sons and the Taikoo Engineering Company, no less an amount than £40,000 being eventually donated for the purpose. Mr. John Swire was in Hongkong himself just recently and the latest gift is the result of his visit. Such public munificence is worthy of the heartiest emulation. In the task of raising an adequate endowment to fund the University authorities have had it proved to them that there are people willing to assist provided the institution is made worthy of their support. The Hongkong Government has bravely shouldered the main responsibility. Sir Robert Ho Tung, Mr. H. M. H. Nemaizee and others have made really handsome gifts and not a little evidence has been forthcoming to prove that Hongkong could have a University of the status dreamed of by the founders if it were run on attractive lines. The new Vice-Chancellor, Sir William Brunyate, has, we believe, worked one or two very beneficial reorganisations already and, in such capable hands, there is every reason to hope that the University of Hongkong will prove to be the bright beacon of enlightenment it was hoped for. It needs plenty of money. It needs a large staff of Professors and lecturers the former of whom can devote some of their time to research work, it needs freedom from all religious restraints in the matter of its Hostels, and it needs a better backing by the public spirit of the Colony. In the past we have been trying to run a University somewhat on the lines of a public school at Home. That kind of thing won't do and that was why it got into grave financial difficulties a little while back. There is a wonderful and almost virgin field for research work of all kinds in this part of the world; the Hongkong University should be leading the way in it. It is not enough for it to exercise merely tutorial guidance to its students, it must have the creative spirit of learning. It can have that spirit if it hasn't to study economy at every step, if it can attract the right sort of men.

Passports Again.

We were able to make public yesterday the news that the local shipping companies have, through the Hongkong General Chamber of Commerce, asked the local Government to modify the present passport regulations. They have their request on the delay that such regulations cause to inward and outward shipping, and one can only trust that the Government will give sympathetic consideration to the matter. The general public has a right to ask for a modification on a totally different ground. Passports, at least the present strict insistence on them—is a survival of the war days when every man travelling was distrusted and had to show his bona fides. We are trying to get back to the days of free and unrestricted intercourse when every man was free to come and go without either passport or visa. Apart from the costliness to the traveller involved in thus arming himself with useless credentials, passports have the inevitable effect of restricting travel and can, in the present circumstances, serve little or no useful purpose. We understood that the League of Nations—at least one of the Committees of that organisation—was going fully into the matter of passports and visas but it is a long time since we heard anything further about the matter. A few days ago we had a word to say regarding the varying manner in which ex-enemy subjects travelling on passing-through boats were treated at the different British places of call—Hongkong, Singapore, Penang and Colombo and we urged the establishment of similar regulations in all the ports. It might still be necessary, from the official point of view, to keep watch on ex-enemy subjects but we do fail to see the necessity for a man going Home on leave, or going to Shanghai to produce a passport; that means nothing more to him than the privilege to travel. We want to wipe out these relics of the war period; we want to make

DAY BY DAY.

BOOKS ARE MASTERS WHO INSTRUCT US WITHOUT RODS OR FERRULES, WITHOUT WORDS OR ANGER, WITHOUT BREAD OR MONEY.—Richard de Bury.

Yesterday a coolie working in the Kowloon Dock accidentally fell from a plank suspended from a ship and was killed instantly.

In Wanchai yesterday motor car No. 457, belonging to the Hongkong Hotel, knocked down and injured a Chinese, who was sent to hospital.

Yesterday's health return shows there were two non-fatal cases of enteric fever and one non-fatal case of spotted fever. The sufferers were Chinese.

Mr. R. Tsubokami, the new Consul-General for Japan at Hongkong, arrived here this morning by the steamer Kitano Maru from London, where he was stationed at the time he was transferred to Hongkong.

According to the Shanghai Journal of Commerce Germans are asking that the arms and ammunition confiscated by the Chinese authorities at the time of the declaration of war by China be returned to their original owners.

The health return for last week gives six cases of plague (four fatal), four cases of spotted fever (two fatal), five non-fatal cases of paratyphoid fever, two non-fatal cases of diphtheria, two non-fatal cases of enteric fever and one fatal case of puerperal fever. Five Chinese died from influenza.

An Indian living in Kowloon Tong was waylaid in Shanghai Street yesterday by three men who robbed him of a \$10 note. Despite the fact that he was outnumbered the Indian pluckily grappled with the man who held his note and succeeded in recovering half of it. The robbers escaped.

An important case will be tried in a few days by the Italian Consular Court of Tientsin. The Directors of the Sino-Italian Banking Corporation of Peking (Chen Yi), a prevailing Chinese concern quite distinct from the Sino-Italian Bank, are being sued by the former Managing Director of the Corporation.

At an inquest held at the United States Court for China at Shanghai on the 26th inst. on the body of Harry Anderson, a seaman from the str. West Islip, whose body was recovered from the river, it was decided that he came by death accidentally, having, whilst drunk, fallen from a sampan, as he was attempting to board his ship.

The str. Hong Wah yesterday brought 17 Chinese unemployed labourers from Penang and 36 vagrants to Hongkong. By the str. Hing-san there arrived yesterday five Chinese labourers who had been repatriated from Sandakan. These men have been sent to the Secretariat for Chinese Affairs to be sent back to their native villages.

General Hsu Kou-liang, chief of the Shanghai Native Constabulary, has ordered his subordinates to keep a good look-out for opium smokers and to arrest any person found indulging in the drug. This is probably expected to have quite a big effect on smuggling business at Shanghai, ironically comments the North China Daily News.

The total expenditure of the Sanitary Department during 1920 was \$440,357 as compared with \$368,372 in 1919; the estimate for the year was \$411,741. The higher expenditure is largely due to a new scale of salaries which came into operation as from January 1st in the case of European, and from October 1st in the case of subordinate outdoor staff. The total revenue was \$302,854 as compared with \$296,795 in 1919.

The world free to all; and we want to remove the sense of distrust and suspicion to which the act of passport examination gives rise. It is more because of these reasons that we heartily welcome and support the efforts of local shipping offices.

ROUND THE TOWN.**By "Gadabout."**

The Colony's bathing beaches are proving a great attraction this hot weather and every afternoon bathers of both sexes, swimmers and would-be swimmers are to be seen splashing about in the briny. The would-be swimmers are sometimes rather interesting. The other day a "Tommy" was receiving instruction from a more proficient comrade and it was really a most thrilling business. At the commencement, Alf, the proficient one, gave a little exhibition of his own prowess and then, telling George that it was really very easy, invited him to do the same. George, convinced of the simplicity of the whole thing, valiantly struck out. Trying to emulate his worthy tutor's example, he twisted and twirled his arms and legs in all directions. It was difficult to say which muscle he would bring into play next and he had all the professional contortionists beaten hollow. He spluttered and gasped and panted and spat, apparently swallowed about half the China Sea, and then promptly disappeared beneath the surface. Considering the pains that Alf was taking with his pupil, the remarks made by George, when he at last emerged again, about Alf's family, Alf's ancestry and about Alf generally led one to suppose that by nature George was hardly what one would term grateful, to say the least of it. But after many protests, George, being of the stuff of which heroes are made, had many more splutters and drank quite a lot more China Sea before going to the dressing room. He underwent many more trials and tribulations, and whilst putting on his clothes again probably kidded himself what an enjoyable afternoon he had spent.

The other day I went to a stamp auction. A most serious business it was. Before the sale commenced a number of people were to be seen around the table on which the bits of paper were exposed, critically looking at the stamps from all directions, examining them through spectacles, and peering at them through magnifiers as though each were a jewel more precious than a king's ransom. A Chinese foki (probably not a stamp enthusiast) innocently made a stamp more secure to the piece of paper to which it was affixed but from which it was in grave danger of becoming adrift with a little gum and one of the experts who saw him commit this sacrilege got so excited about it that he so far forgot himself as to speak to another gentleman present without an introduction. I don't know anything about stamp collecting but it appears to be a very deep business. To the uninitiated it appears to be an easy matter to pick up bag-gains.

Stamps were described in the catalogue and after many of them was the expression "cat. 50" or "cat. 60" or "cat. some other number." I presume that that means that the catalogue price is 50 shillings or whatever the number may be, and that the triangular bit of brick red, or whatever it is, is worth that amount. At any rate, a "cat. 60" went for \$8 and so I gathered that there were either some cheap lots, or else stamp buying is a deep and intricate game, or perhaps stamp buyers have a special rate of exchange of their own. Some of the stamps for sale had a reserve placed on them. A "Hongkong 96 cts. perf. olive brown unused," probably a kind of Koh-i-noor of the stamp world, was put up and a bag opened with a bid of 25 cents, which, as the postal authorities probably will not have anything to do with it any more, seemed a most generous offer. Apparently it was not so, however, for several of the more serious minded made offers and it eventually reached ten "bucks." The auctioneer said he was hoping to get a bid of \$80. But the bidders were probably an unappreciative lot and the rarity had to be withdrawn. And what is a niggardly eighty "dibs" compared with the joy of possessing such a jewel as this? What, I ask you?

The light-weight copper coin nuisance at Shanghai is not yet at an end. Owing to the depreciation of the coinage at Hangchow, where exchange is 158 to the dollar, railway employees and passengers are loading themselves with coins for exchange in Shanghai, where they are able to make a net profit of 8 cents per dollar.

DEATH OF ENRICO CARUSO.

Famous Singer Dies in Italy.



The morning cables announce the death of Signor Caruso, the famous singer. After a recent severe illness in the United States, Caruso decided on a holiday in his native country and had only been in Italy a short while when he was taken suddenly ill.

A further cable to hand to-day from Naples explains that Signor Caruso experienced a sudden relapse at Sorrento and was brought to Naples. Four specialists were summoned and decided upon an immediate operation for the removal of an abscess between the liver and the diaphragm, which caused acute peritonitis.

Caruso was the greatest living operatic tenor, one of the outstanding artists of his generation. He was a native of Naples and was born in 1873. When he was a mere boy he sang in the churches of Naples, and the beauty of his voice arrested the attention of all who heard it.

Caruso was eighteen years old when he met a distinguished baritone, who, after hearing his voice, decided that he would give the

young singer substantial assistance. He therefore took him to Maestro Vergina, who was captivated by the beauty and purity of his voice, and began to give him vocal instruction.

The singer made his debut in 1894 in Naples, in a now forgotten opera, "L'amico Francesco," afterward singing in various Italian cities and in Cairo. A South American engagement followed, and on his return, after a season in Milan, it was clear that here was one of the most promising young tenors ever heard in Italy. Caruso had made a success in various countries of Europe before going to America in 1903, but it was his performance of the Duke at the Metropolitan on November 23rd of that year which convinced opera-goers that the greatest of all tenors had arrived. He recently celebrated the twenty-fifth anniversary of his operatic debut and was accorded special honors by his colleagues at the Metropolitan.

FAR EASTERN GOLFERS IN SCOTLAND.

A most enjoyable meeting of Golfers from the Far East was held at Turnberry between 11th and 18th June.

A Bogey Competition was held on 15th June for which the following entered:—

Capt. Goods (Manchester Regt.) J.C. Dyer, W. Ross, J.D. Thomson, A.W. Mackintosh, T.A. Loughlin, J.L. Crockett, E.V.D. Parr, C.A. Peel, A. Ritchie, Galloway, Mackie (Kobe), Shaw, Nixon, Reid, G.C. Towns, Miller, Tester, Fleming, Morrison, Bonnar, Libe and F. Maitland, M.P. Thomson, G.M. Young, Thurstield, Pollock, Buchan.

The subscription cup (55/- per head) was won by Mr. Galloway (Messrs. Jardine Matheson & Co. Ltd. Japan) and was presented to him at a dinner held the same evening by Mrs. Frank Maitland, 34 sat down to dinner including 6 ladies.

Messrs. Paton, Templeton, Murray, Cassidy and Rodgers were also present at the meeting.

The above information has been received by the Royal Hongkong Golf Club from their late President who reports that the weather was splendid the golf passable and that everyone present thoroughly enjoyed themselves.

Between Ourselves

By Robt. MacWhirter.

Say, as I was telling ye yesterday, Janet and I was at the ball game Saturday. I've been kind o' curious for a while b'ck to savvy what sort o' pastime it was that took perfectly responsible grown-up folks to Happy Valley of a hot blistering afternoon in the middle o' a Hongkong summer to play ball. I'm glad I went now, though, mind ye, all the extra I know about baseball since then could sit nicely on the thigh bone o' a bee. Indeed there was no one more surprised than I was to read the result o' the game in Monday's Telegraph. I thought all the time that the Hongkong boys had won all along the line. As a matter of fact I let on as much to Janet just as we were coming away. Now I come to think of it I like our American friends all the more for taking a bad licking in such good part. I tremble to think of what our own sports would think if they had been described in any newspaper as "a lot o' indigent saxophone players."

Janet thought the game akin to our old-fashioned rounders. That I couldn't deny but I must confess I was more taken up wi' the banter and chaff than anything else. One chap, "Doc" came in for a lot o' dog's abuse and never turned a hair. I learn't enough strange language last Saturday in two hours to last me 'till I go home next time on the Siberian railway. It brought to my mind newspaper accounts o' the alleged barracking handed out to the English cricketers when they were in Australia. Ye mind Douglas got a bit miffed about it at the time. Ten minutes at a baseball match would have effected a permanent cure.

The way yon boys tried to rattle each other was the lie direct to the supposition that Americans are touchy. Of course a great deal depends on the spirit in which chaff is given but there was certainly no doubt during Saturday's game as to howlought to be taken. And them getting

their licks at the same time. Great. A fellow once tried to tell me that "Yankee twang" was due mostly to laziness of the jaw. That's a lie anyway. It's certainly not attributable to lack of jaw exercise. No, siree!

What made me enjoy the game most was the lack of the English absurdity seen so often on our playing fields. I couldn't help comparing the crowd at the ball game—and players as well—with some of our dignified and truly tiresome cricket tournaments. Social life as depicted at the Valley was at least natural. Gone was the sedulous imitation of the English aristocratic attitude, gestures and drawl, and the eager attempt to forget the by no means disgraceful truth that one's father measured out sugar from behind a counter or that one's grandmother was once a babies' nurse or that one's husband started life as a errand boy. Folks that ape alleged English social customs and manners and parrot the English patois aye did make me tired. There was none o' that sort of thing on Saturday. Everybody was unaffected and obviously happy. If baseball in this Colony does anything it'll do much if it helps to leaven our rigid social lump into a sense of its own absurdity wi' a's arbitrary distinctions and exclusiveness. Ye canna' root at a baseball game and keep mind that the man next ye but one has twenty-five dollars less than you. Go to the next ball game and become natural. Yell your head off for once in a long while. Nobody'll turn round and look at ye.

Of the game itself I'd liked to have said something. But that would be an impertinence. I need only say, though, that since Saturday I can now understand how our American buddies go crazy over a man like Babe Ruth wi' all yon home runs to his credit. Hitting a cannonball wi' a stick like a wicket stump looks as easy to me as catching a runaway locomotive wi' a flypaper.

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Plain Silk

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Voile

Assorted Colors

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ON THE WATERFRONT.

Kitano Maru From Europe.

Early this morning the Nippon Yusen Kaisha steamer Kitano Maru, of the European Line, arrived at Hongkong from English and North Continental ports with passengers and nearly a full cargo. The vessel, which came from Middlesboro, London, Rotterdam and Antwerp had 15 cabin and 8 steerage passengers for Hongkong, 850 tons of cargo, mostly iron and steel, glassware and paints, and 45 bags of mail. For Shanghai and Japanese ports there are 84 first and 24 second cabin, and 67 steerage passengers, while the holds carry 5,565 tons of freight.

A recapitulation of the cargo for Hongkong consignees includes the following items:—5,215 bundles and 2,497 steel bars; 178 bundles and 799 steel angles; 482 joists; 200 kegs wire nails; 1,000 cases window-glass; 400 cases and cans dyes and pastes; 79 drums composition; 839 pieces spelter; 252 kegs and drums paint; 667 cases and hogsheads wine and spirits; 180 cases D. C. nuts.

Important Arrivals.

The Blue Funnel steamer Arctus arrived at Hongkong last night from Birkenhead and wayports with a big cargo of general merchandise for the port, Shanghai, Taku and Daire. The vessel will discharge 2,559 tons of freight here before proceeding north to put out 5,845 tons. The steamer had 59 bags of mail for Hongkong.

The oil-tank steamer Borealis arrived in port to-day with 5,000 tons of fuel-oil from Singapore, consigned to the Asiatic Petroleum Company.

Ecuador On Last Trip To Far East.

The Pacific Mail steamship Company's well-known trans-Pacific passenger steamer Ecuador arrived at Hongkong yesterday afternoon from San Francisco, via Japan, Shanghai and Manila on her last voyage to the Far East.

The Ecuador had 32 cabin 84 steerage passengers and 3,429 tons of cargo. The vessel will discharge 1,229 tons at this port, some of the commodities being sulphate of ammonia, asphalt, lubricating oil, printing paper, barrel staves, etc. Of 2,200 tons of through cargo from Manila there are shipments of copra, hemp and hardwood.

On arrival of the Ecuador at San Francisco she will be withdrawn from this run and will be placed in the passenger and cargo service between that port and Baltimore, via Central American ports, Jamaica and Havana, now being inaugurated with her sister ships the Colombia and the Venezuela. The little vessel has won for herself a good name as a fine ship during her four years' service between California, Japan, China and the Philippines. This voyage the Ecuador will take passengers and receive cargo for Baltimore and other ports of call on her new Pacific-Atlantic run.

Passed for Master.

Mr. William O'Farrell, formerly of the steamer Telemachus, this morning passed the examination for a master-of-sail certificate at the Harbour Office.

"U.S.S. Board's Ultimatum." Further light was this morning thrown on the brief and confused cable message concerning "fair treatment of American merchantmen" from Washington, published in Monday's Telegraph, when the latest Manila newspapers were received in Hongkong. From "The Manila Daily Bulletin" of Saturday last, we take the following item, which explains the source of Monday's meagre message:—

London, July 28.—The United States Shipping Board to-day issued an ultimatum to the British shipping lines that unless its ships are accorded fair treatment on contracts for the transport of cotton from Alexandria to the United Kingdom and the United States, the Shipping Board will declare an open market and "haul anything anywhere anyway." (Associated Press.)

Local representatives of American lines to Boston and New York trading by way of Suez knew nothing of the contracts referred to when shown the message this morning.

A Friendly Quarrel.

Reports of fighting and trouble generally on the Italian freighter Cilicia in the harbour reached the shore this morning. Inquiries brought forth the information that something of the nature of a small strike for better food had been staged by the crew, but the facts of the affair were frightfully tangled. It appears that the

DAIRY FARM NEWS.

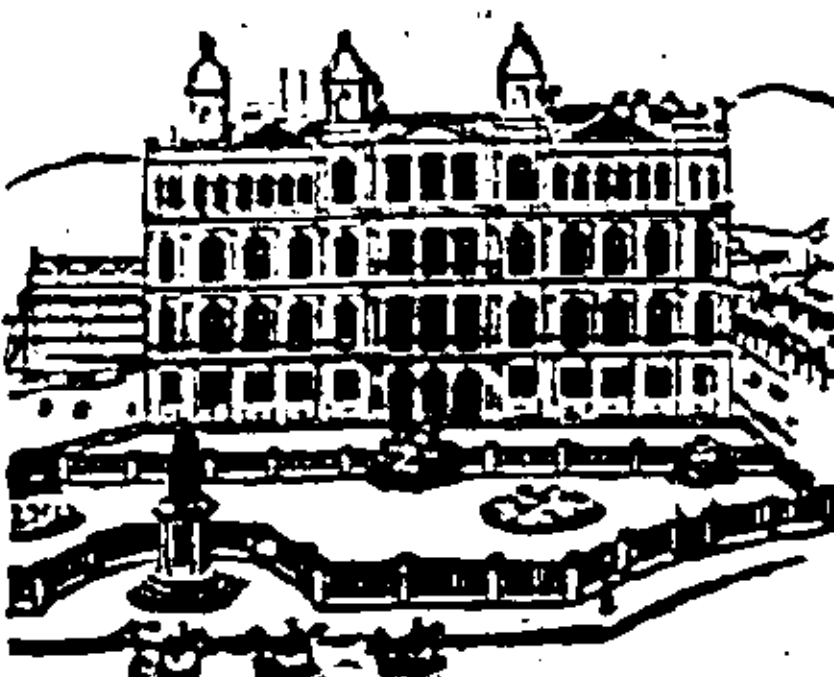
FISH

Fillets	...	80 cents per lb.
Haddocks	...	70 " "
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Gouda (Full Cream)	...	\$1.25 .. lb.
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TO-DAY'S RECIPE

Peach
Cream.

Ingredients.—Half a tin of peaches, 11 1/2 oz. of NESTLE'S Pure Rich Cream, 1/2 lb. of sugar, 1 egg, 1/2 pint of milk, 1/2 pint of cold water.

Method.—Place the water and the sugar in a saucepan and add the cream, stir till boiling, add the peaches and continue to cook until the fibres of peach have become soft. Pour all into a basin and let the mixture cool. Place the peaches in a bowl, pour over the milk, and beat it with a half an hour.

Then place the basin over a pan of boiling water to melt the peaches. Mix together the contents of both basins and pour the mixture into a glass dish. Pour the cream into a basin and whip it with an egg whisk. When it is stiff place it in a bowl with a spoon, and place from a pair of spoons draw away the milk. Continue to do this until the cream is stiff. Place the dish on the top of the mixture in the glass dish.



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TWO SIZES

5 1/2 oz.	...	50 cents per tin.
11 1/2 oz.	...	90 " "

wiser counsel of the master prevailed and all is quiet again. The vessel sails this afternoon for Java and Italy.

FLASHES FROM THE U.S.A.

The dove of peace still finds the world covered with the waters of hate and jealousy.—*Asheville Times.*

Twice the world has been free of racial hatred—when Adam was a young fellow, and when Noah came out of the ark.—*Washington Herald.*

Events in Upper Silesia teach us that Nature probably knew what she was doing when she flattened the poles.—*Wichita Falls Record-News.*

George Bernard Shaw says that Shakespeare would have liked Charlie Chaplin. Probably more than he would have liked George Bernard.—*Norfolk Virginian-Pilot.*

"Every normal boy of the 80's wished 'to be a pirate,' says a writer. The record of war-profiteering indicates that many of them achieved the ambition.—*Lincoln (Neb.) Star.*

If the late Prince Otto Bismarck is conscious of the affairs of this old world of ours, it must strike him that the Allies aren't any great shakes as indemnity collectors.—*Marion Star.*

Profit-airing might stop profiteering.—*Greenville (S.C.) Piedmont.*

Germany failed at both invasion and evasion.—*Greenville (S.C.) Piedmont.*

The music for concert "of nations is written in promissory notes.—*Washington Post.*

Germany promised to pay because it paid to promise.—*Greenville (S.C.) Piedmont.*

Under the beneficent rule of self-determination, a small nation can do anything a large nation wants it to do.—*Cleveland News*

NOTICES

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OUR PRISON.

Report for 1920.

The report of the Superintendent of Prisons for the year 1920, states that the number of prisoners received into prison during the year was 5,153, a decrease of 59 as compared with the year 1919. There was an increase of prisoners convicted for larceny during the year, the number being 1,179 against 1,048 for the previous year. Fifty three per cent. of the total admissions to prison were Revenue Grade prisoners.

There were 750 punishments awarded for breach of prison discipline as compared with 723 for the preceding year. Cor-

poral punishment was inflicted in one case for a prison offence. One hundred and seventy-four prisoners were whipped by order of Courts. There was no escape or attempt to escape. There were 20 deaths (11 natural causes and 9 executions). Long-sentence prisoners of good conduct are employed at industrial labour. 7,006,540 forms were printed and issued to various Government Departments and 32,880 books bound and repaired. A Branch Prison was opened at Lai Chi Kok on the 17th March, 1920. The daily average at this prison was 126. A Hall at Lai Chi Kok has been set apart for juvenile offenders.

The expenditure for the year was \$258,609 (as against \$135,350 last year) and the income \$65,547, as against \$69,277 a year ago.

MODES OF THE MOMENT.

Many are inclined, but few are chosen to wear black with success, but that sharply evident fact does not keep women from running full tilt into danger. It's the fashion. There you are. Men many call it foolishness, but it is a foolishness that has ruled the world.

There may have grown up a kind of coquetry in it. The French look well in black. Any woman does who possesses a pallid, healthy skin, expressive dark eyes and a slender figure. Any woman who knows the art of make-up—and would that all knew it, now that it is so universal—that woman is assured that she can use black as a foundation for the rest of her appearance; if she has fine pearls, so much the better.

But black is the colour for the artist, not for the amateur. Women have been mistaken through centuries regarding its difficulties. Those who have been in mourning know its devastating habit of destroying whatever charm one has. They are aware, also, of the ease in which one gets into a careless rut through wearing black; they know the eternal vigilance required. Economy in materials is impossible. The whisk broom must be one's constant companion. One must dress in a piercing light. The least discrepancy in the costume is plainly visible for criticism.

These are facts that must be borne in mind by those who are bent on following the new fashion. That we may be in danger of appearing like a procession of mutes at an ancient funeral is beside the question. The thing is done.

The shallow woman must learn to put colour touches where they will do the most good, the brilliant woman must learn to tone herself down in order not to present too violent a contrast to her costume.

The question among the dress-makers is, what will they do with these all-black costumes. What will they demand to go with them? Will they ask for colored hats as the season advances because the deadness of the gowns depresses them, will they soon tire of a fashion that is not suited to the majority of them or will they learn to master it as they have so many other Paris fashions that were unfitted to our figures, climate and activities?

There is no doubt that artists are going in quite strongly for a primitive red and it is having its innings here. It is surely the most violent contrast to black that could be accepted. It takes a daringly successful woman to combine a frock of lustreless black Canton crepe with a red hat, that red without a hint of purple or grey or brown in it.

The French women have gone through certain odd phases in dress since the war that is unlike them. They have insisted upon a standardized costume, for instance, and they have not seemed to object to being dressed alike by thousands, which is the very thing to which they have shown strong opposition. Here has been the standardized costume: black frock without sheen, several strings of small pearls, the bare arms covered with slender jewelled bracelets; the hat black, the shape of a small turban or one with elongated sides with a long fantastic of some kind of plumage swooping down over one shoulder.

Her sleeve has grown long with the spring, her skirt dropped a little, the string girth has become a most complicated sash and her one-time skirts accentuated at the sides, not always by bulges, but by flat pleatings or handkerchief points with picot edges. The one thing in the costume that is not black is the stocking. It is beige or grey.

While there is small doubt of the popularity of this kind of costume we are too unwieldy a mass to present a solid front in one exact type of frock and hat. Sufficient numbers will break away from the most discussed fashion to give variety, which is the spice of dressing. Every woman may possess one dead black costume in her wardrobe, but she will not keep to it as a steady diet. She will incorporate black in many of her coloured costumes, no doubt, but that can be done in a manner that will not suggest a funeral.

Nor will all women accept the verdict for black without luster. They will wear jet, for instance, also the satin that is lacquered, cire satin, it is called, and white touches will enliven the surface or colored crystals will shine out on evening gowns.

A gown which is built with a silver brocade trousered skirt has a tight fitting black velvet bodice, black slippers with silver stockings and a black tulle and satin mantle. That's a new treatment of black.

Another gown of black cire satin worn in the afternoon has extra long sleeves and an irregular skirt with all the edges finished with perforated white kid. Surely that is a startling and unusual combination, white kid and black satin, but it is successful.

There are perforated white kid hats, also, with upright stands of black lacquered ribbon, which go to show that the designers are not done with kid as an accessory to the costume, although the public has shown slight enthusiasm for it.

It is well to put tulle next to the skin whenever silver lace or any other kind of metal is profusely used in a gown. The skin cannot stand the coarse strands of bullion without losing in texture and fragility.

The long, trained evening dress is growing in favour. It gives the stately air necessary for ceremony. Some show trains at the side, others have a full wide train at the back which is split

into two points where it sweeps the ground. Painted draperies fall from the waist in many cases, and V décolletés mark many of them. Backs are often bare, but the best taste will avoid an excess of bareness. It is amazing that any woman should consent to the deep waist-belt décolleté after seeing others in that unbecoming style.

Dance dresses short, but not as short as they were. They are wide enough to make movement graceful, and they are often trimmed with floating tulle handkerchief points among which are half-hidden flowers in wreaths, jewelled girdles, gleaming strings of beads or loosely flowing ribbons. Gay colours are much in favour for dancing, and the look of a ballroom, or an afternoon party should be brilliant.



Rarely, in Paris, now do you see a bare neck. The frock may be cut down in décolleté effect but always there is something about the throat. Jewelled dog-collars are coming in with evening gowns and open blouses are tied together at the throat with ribbon cravats. Bands of tulle are tied about the neck with a bow at one side. And if there is nothing else, the border of the veil is draped around the throat and pinned at back with an attractive brooch.



Silver lace frock at right, trimmed with grey tulle at each side. Above, a gown sketched at a restaurant, made with a dull silver brocade trouser skirt and a tight-fitting black velvet bodice. With it is worn a black velvet cape lined with silver.



Black cire satin is used in the making of this gown, which is trimmed with bands of white perforated kid.

ARE YOU FOND OF OPALS?

Are you one of the people who are afraid of opals, believing that the beautiful things are unlucky? Or are you able to rise above this superstition and to love the opal because of its wonderful loveliness? Undoubtedly the mysterious fires in the opal have something to do with the dark suspicions against the jewel. The flame and gold and rose and green fires of the opal are really uncanny as they come and go—but after all they are but the sunset hues caught and held in marvelous beauty. If a dewdrop which catches the sunbeams like a diamond could be held indefinitely and set as a jewel would it be regarded as unlucky as is the opal which holds the sunset colours? Who knows?

Sir Walter Scott was responsible for the superstition about the opal and Queen Victoria tried very hard to overcome the prejudice about the beautiful jewel, giving opals as wedding gifts to maids of her court.

There are two kinds of opals, the fire opal from Mexico and the black opal from Australia—the latter kind now very rare. Opals are fragile and perishable stones. Hundreds of them are cracked and spoiled in the handling though most delicate instruments are used. Never subject your opal to extreme heat and never let it get wet. The stones may be polished occasionally with a bit of chamois and ordinary tooth powder.

TRIMMINGS. The principal novelties at the moment are embroideries so finely done as to give the impression of printed designs, and there are also straw embroideries which are a novelty, tassels of rat-tail and silk, or woollen fringes, and many coloured braids.

Embroideries this season are, indeed, masterpieces. For every sort of gown there is a different sort of embroidery, often irregular, placed like a decoration and not in the ordinary banal fashion. For example, as the Japanese place a little motif of embroidery on a kimono, so the Paris couturiere places on a simple frock of foulard one touch of embroidery, of squares, of white rat-tail, or fringe, in the most effective spot, sometimes on one hip, sometimes in the back, leaving the rest of the gown plain and without ornament.

Sometimes coloured stitching forms the only trimming on a foulard frock, which is, of course, figured or checked. On a simple cut gown we find a motif embroidered in a pattern of reds, and placed as it would be by a painting in a water-colour sketch. Sometimes violent colours are combined; for example, violet and green on a red ground, embroidered in metal threads; or a blouse, the colour of a jouquille, worn with a skirt of the blue of the French flag. On another frock of black tulle and lace we find in the front and in the back a sort of apron of green straw in several shades, which really recall the grass skirt of a savage. These odd fancies should choose their wearers carefully.

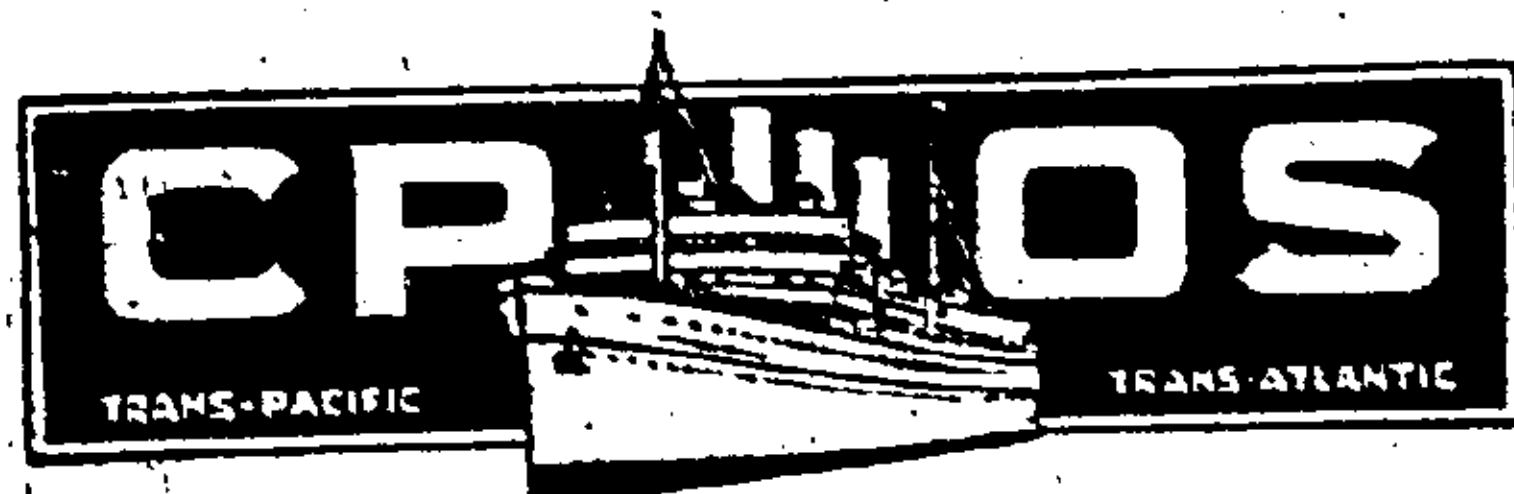
FANS ESSENTIAL FOR EVENING DRESS.

The most fashionable feather fans this season are the long, slender ones. These long plumes are carried over the shoulder as one dances, or hangs from the wrist on a bracelet. One magnificent plume, just curling over at the tip, is considered more elegant than three or four small plumes mounted one above the other and the handle, or stick, is likely to be of tortoise shell. Turquoise is a favored color and coral ranks next but there are many superb shades: Brilliant orange, jade, peacock, Gobelins blue, flame, cerise and so on. The fans that open and close this season are of lace, and feather fans are in the single-stick sceptre effect, but women who own superb ostrich fans of the open-and-close type are carrying them—and wonderful backgrounds for beautiful frocks they make when one acquires the trick of languidly opening the big fan and laying it back along the arm so that it forms a background for the shoulders and bodice. And speaking of acquiring the trick, it pays to spend a few hours before your mirror practicing how to use one of these big fans—whether of lace or feathers. Sometimes these long, beautiful ostrich fans are held like ramrods with a wooden wristed grip, when a fan should always be manipulated with a relaxed wrist. But then, almost everything should be done with a relaxed wrist—in a drawing room or a ball room—if one would be graceful.

Just at the moment there is a craze for transparent fans and the handsomest new models are of lace. Some of these lace fans are frightfully expensive, when real lace is used and the stick is of real shell. But there are very attractive fans of pailletted mousseline mounted on slender sticks of imitation shell, and not all the lace fans of distinctive style are made of genuine thread or chantilly lace. The daintiest fan of all is the "little" afternoon fan; a tiny affair of black lace or black ostrich mounted on mother of

pearl sticks. This cunning little fan folds up and slips into a handbag and makes a pretty plaything to carry to an afternoon reception.

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND		ENGLAND TO HONGKONG	
FROM HONGKONG	DATE	FROM ENGLAND	DATE
PACIFIC STEAMER	Aug. 15	E. France	Aug. 15
E. Japan	Aug. 15	E. France	Aug. 15
E. Asia	Aug. 15	E. France	Aug. 15
E. Russia	Aug. 15	E. France	Aug. 15
Monteagle	Aug. 15	E. France	Aug. 15
E. Asia	Aug. 15	E. France	Aug. 15
E. Japan	Aug. 15	E. France	Aug. 15
E. Russia	Aug. 15	E. France	Aug. 15
Monteagle	Aug. 15	E. France	Aug. 15

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allocation of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 732; Cable Address GPCANAC.



HONGKONG TO SAN FRANCISCO.

SHIP	DATE	SHIP	DATE
TAIYU M.	Aug. 12	KOREA M.	Sept. 20
SIBERIA M.	Aug. 27	SHINYO M.	Oct. 2
TENYO M.	Sept. 9	PERIA M.	Oct. 15

Calling at Dairen. Omitting at Shanghai.

SOUTH AMERICAN LINE.

SHIP	DATE	SHIP	DATE
CHINO MARU	Aug. 16th	CHINO MARU	Aug. 16th
CHINO MARU	Aug. 16th	CHINO MARU	Aug. 16th

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2374 & 2375.

STRUTHERS & DIXON, INC.

GREEN STAR LINE

United States Shipping Board.

TO VANCOUVER & SEATTLE (via MANILA).

"WEST ISON" ... 30th Aug.

TO LOS ANGELES & SAN FRANCISCO.

(Via Shanghai, Japan & Honolulu.)

"WEST JENA" ... 30th August.

Also, cargo accepted for Transshipment at San Francisco and or Seattle to weekly sailings for NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian ports and common points.

General Office: 12, Des Vaux Rd., Tel. 3068.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO.

Via Shanghai, Japan Ports and Honolulu.

S.S. NILE S.S. CHINA S.S. NANKING

Aug. 5th Aug. 9th Sept. 18th

HONGKONG TO SINGAPORE.

S.S. NANKING S.S. NILE S.S. CHINA

Aug. 31st Oct. 4th Oct. 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

For Freight and Passage apply to: J. H. HOBBS STREET, Tel. 2161, No. 1934.

PACIFIC SHIPPING.



SAILINGS FROM HONGKONG

FOR NEW YORK & BOSTON.

STEAMERS "ESTHER DOLLAR" ... via Suez ... 15th AUG.

FOR NEW YORK.

"BESSIE DOLLAR" ... via Panama ... 25th SEPT.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING TEL 792

THIRD FLOOR



Operating following U.S. Shipping Board Steamers.

PASSENGER & FREIGHT SERVICE.

FOR VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

S.S. Silver State ... For Manila ... Aug. 2

S.S. Silver State ... Aug. 13 Sept. 2

S.S. City of Spokane ... Aug. 20 Sept. 22

S.S. Keystone State ... Sept. 2 Sept. 22

S.S. Wenatchee ... Oct. 2 Oct. 22

PASSENGER & FREIGHT

FOR TRIESTE & HAMBURG.

S.S. CHINA SEAS ... August 25.

FOR PORTLAND DIRECT.

Calling Manila, Shanghai, Kobe & Yokohama.

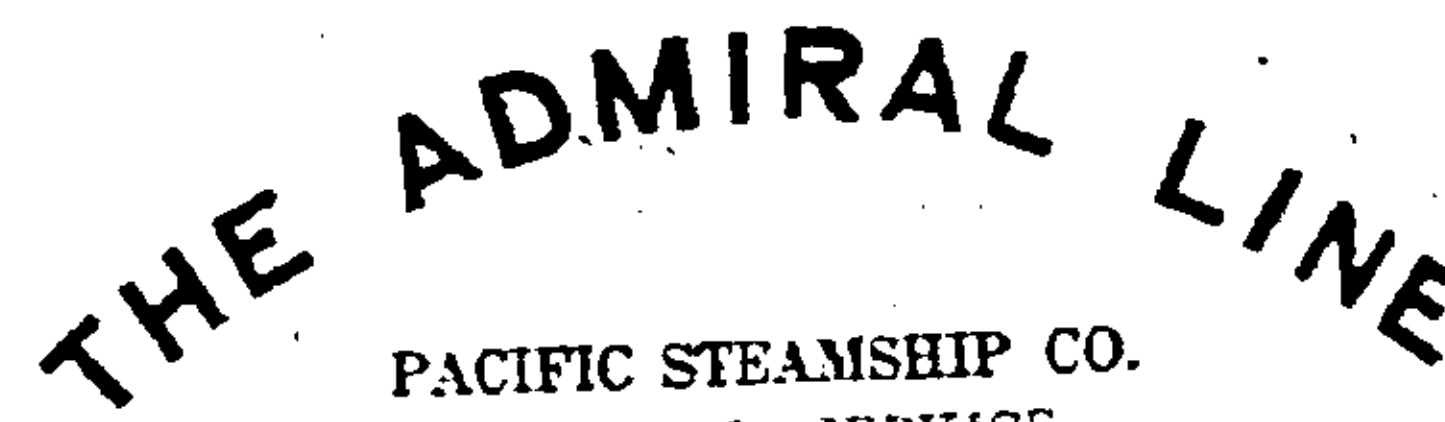
S.S. Montague ... Aug. 7 | S.S. Abercrombie ... Sept. 5

Through Bills of Lading issued to Overland common points.

Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.



PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

GLYMONT ... Sailing Sept. 2

CADARETTA ... Sailing Sept. 13

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

LAKE ONAWA ... Sailing Aug. 3

LAKE FARRAR ... Sailing Aug. 13

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor Hotel Mansions. PASSENGER OFFICE.

Tel 2477 & 2478. Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. BELLFLOWER Aug. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINE INC.

THE ADMIRAL LINE;

AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to

Singapore & Belawan Deli direct.

Giving connection with the "MELCHIOR TREUB"

sailing for Batavia the 5th of August.

This vessel offers excellent cabin-accommodation for passengers.

Single and double cabins.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN-LYN.

Telephone No. 1574. Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"HELENUS" ... via Suez Canal ... 6th August.

"ATREPS" ... via Suez Canal ... 29th August.

"CITY OF CANTON" ... via Suez Canal ... 8th September.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON

VEREENIGDE NEDERLANDSCHE SCHEEPVAART

MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan

Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers Loading For Sailing

RADJA August Amsterdam & Hamburg 6th Aug.

TJISONDARI September Rotterdam & Hamburg 25th Sept.

ALDERAMIN October Rotterdam & Hamburg 24th Oct.

BOERUE November Amsterdam & Hamburg 10th Nov.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

UNCLAIMED TELEGRAMS.

Manfatyung Bonham Street

East from Kobe.

Tongkee No Kwongyendong

Street, from Kobe.

Chuncheuan, from Shanghai.

TH. KRING.

Superintendent.

Hongkong, July 28, 1921.

Abeichi, from Osaka.

Miss Haber Hongkong Hotel

from Amoy.

Fanjut, from Tientsin.

Miss Haber Hongkong Hotel

from Amoy.

Boswell, from Kobe.

Skoursky China Merchant.

S. Hsinchang, from Shanghai.

Hongkong Hotel, from Kobe.

Rapley Hwanche Reay, from

Shanghai.

Hakori, from Tokio.

Yuwoochung, from Shanghai.

0691, from Hankow.

M. E. F. AISEY.

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Yuwoochung, from Shanghai.

0691, from Hankow.

M. E. F. AISEY.

Superintendent.

Hongkong, July 28, 1921.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KALYAN	9,000	8 Aug. 11 a.m.	M'les, London & Antwerp.
MANELA	7,200	25th Aug.	M'les, London & Antwerp.
DUNERA	5,400	19th Aug.	Spain, Colombo & B'way.
KASHMIR	9,000	2nd Sept.	M'les, London & Antwerp.
KHYBER	9,000	16th Sept.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	22nd Aug.	Melbourne via Manila, Thursday
EASTERN	4,000	19th Sept.	Island, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,100	4th Aug.	Yokohama direct.
DUNERA	5,400	7th Aug.	Shanghai only.

Wireless on all steamers.
Parcels Maximum weight 25 lbs. X 15 in. will be received at the Company's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO

22, Des Voeux Road Central.

Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Koolung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

YUSHIMI MARU (Omitting Manila) Tuesday, 3rd Aug. at 11 a.m.

KATORI MARU ... Friday, 9th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

YOKOHAMA MARU ... Thursday, 11th Aug. at 11 a.m.

KLEIST ... Sunday, 14th Aug. at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

TOTTORI MARU ... Latter half of August.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

YKI MARU ... Tuesday, 16th Aug. at 11 a.m.

TANGO MARU ... Tuesday, 20th Sept. at 11 a.m.

NEW YORK VIA PANAMA.

LYONS MARU ... Thursday, 18th August.

TAKAOKA MARU ... Thursday, 25th August.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU ... Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

HAKATA MARU ... Monday, 14th August.

CALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU ... Saturday, 6th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANIGUCHI MARU ... Friday, 19th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

NAGANO MARU ... Wednesday, 3rd August.

KITANO MARU ... Thursday, 4th Aug. at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 293 & 294.

K. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on	Will leave on	For
Tjitaroom	Java	5th Aug.	11th Aug.	Japan
Tjikini	Java	11th Aug.	16th Aug.	Shanghai
Tjiwong	Hongkong	11th Aug.	11th Aug.	Belawan
		8th Aug.	11th Aug.	Delit Java
Tjibeet	Japan	17th Aug.	20th Aug.	Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on	Will leave on	For
Tjikembang	Java	28th July	6th Aug.	San Francisco

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE"

Sailing on or about 2nd August.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" ... End of August.

FOR SHANGHAI.

S.S. "TRIESTE" ... Sailing Middle of August.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to From Colombo for South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. (SAILING SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong	Leaves Hongkong
CHANGSHA	From Australia	for Australia
	In Hongkong	

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM & CONTINENT.

Steamer	Sailing
LONDON, GLASGOW, ROTTERDAM & HAMBURG	KASAMA ... 12th August.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

10, REISS Street, Canton. General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong
M.V. "GLENARIFFE"	21st Aug.
"GLENARA"	4th Sept.
"GLENAPP"	30th Sept.
"CARNARVONSHIRE"	10th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENADE"	3rd Sept.	GENOA, LONDON, ROTTERDAM & HAMBURG
"GLENAMOY"	6th Sept.	GENOA, LONDON & ROTTERDAM
"GLENARA"	25th Sept.	GENOA, ROTTERDAM, HAMBURG & HULL
"GLENARIFFE"	26th Sept.	GLASGOW & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3696.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" ... Sailing on or about the 20th Aug.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Tel. 3307.

113, Connaught Road Central.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
S'HAU & Tiau via S'wot	Choysang	Thurs. 4th Aug. at 10 a.m.
STRAITS & Calcutta	Kumsang	Thurs. 4th Aug. at 3 p.m.
SHANGHAI via S'wot	Walshine	Fri. 5th Aug. at noon.
MANILA	Loongsang	Fri. 5th Aug. at 3 p.m.
HAIPHONG via Hoibow	Loksang	Tues. 9th Aug. at 3 a.m.
BANGKOK via S'wot	Leesang	Tues. 9th Aug. at 10 a.m.
SANDAKAN	Hinsang	Tues. 9th Aug. at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returners from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at S'wot. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via S'wot, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "KUMSANG" will be despatched on or about Thursday, 4th Aug. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
H'HOW, PHOI & H'PHONG	Kailong	4th Aug. at 9 a.m.
SHANGHAI	Soochow	4th Aug. at 4 p.m.
W'WEI, CHEFOO & T'HSIN	Kueichow	3rd Aug. at noon.
SHANGHAI & TSINGTAO	Suiyang	6th Aug. at 4 p.m.
S'HAU & NEWCHWANG	Ichang	6th Aug. at 4 p.m.
SWATOW & SINGAPORE	Changchow	7th Aug. at 10 a.m.
SWATOW & BANGKOK	Chusan	9th Aug. at 10 a.m.
SHANGHAI	Szechuen	9th Aug. at noon.
SHANGHAI	Sunning	11th Aug. at noon.
SHANGHAI & TSINGTAO	Chenan	13th Aug. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'wot.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Aug. 3, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns. (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong	W. Conner	FRI. 5th Aug. at 2 p.m.
Hailong	W. C. Parsons	TUES. 9th Aug. at 2 p.m.
Hailong	A. H. Stewart	FRI. 12th Aug. at 2 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)
Regular freight and passenger service between
JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Samarang Maru" ... Sailing on or about 21st Aug.

FOR JAPAN.

Ports of call—Mojji, Kobe, Osaka and Yokohama.

S.S. "Borneo Maru" ... Sailing on or about 9th August.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraphy.

For further particulars please apply to—

K. SUZUKI,

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

COLLAPSE OF FREIGHT CONFERENCE FEARED.
Advices from Japan state that collapse of the freight conference for the South Seas services is feared.

YAMASHITA KISEN KAISHA.
The Japanese varuscular papers report that the Yamashita Kisen Kaisha, has decided to open in July an American-Australian line between San Francisco and Australia or New Zealand.

PASSENGER LINES PROFITABLE AS EVER.

Though the freight services in the various Japanese shipping lines continue to be unprecedentedly depressed, the passenger services continue to be as favourable as could be wished for.

"RED" SEIZURES AT VLADIVOSTOK.

"Red" crews are reported to have seized the tugboats Paul the Fifth and Amur at Vladivostok. The present Vladivostok "Government" appears to be as hopelessly as any of its predecessors.

THE EMPRESS OF CANADA.

The s. Empress of Canada, the new 20,000-ton C.P.O.S. liner, has completed a successful speed trial, but the completion of the vessel is delayed owing to her cabins not yet being fitted out, as a consequence of joiners' strike. She will probably be completed in Dutch yards. The original programme for the vessel's maiden voyage via Suez has now been abandoned. She will proceed to Vancouver via the Panama Canal.

CONDITION OF THE YANGTZE.

The Commissioner of Customs at Chinkiang, in his report, on the port for the year 1920, has some pertinent remarks regarding the deterioration of the Yangtze River generally, and particularly to the present condition of Chinkiang—which, at the moment, is probably the worst sufferer from years of neglect. It is recorded, with regret, that nothing has been done to improve matters. The mud-bank, known as the Chengchen-chow Spit, continues to grow in extent and solidity; and erosion of the north bank of the river indicates clearly that, unless some measures are immediately taken to stabilize the river, there is a serious probability of the Yangtze doing what the Yellow River did between 1854 and 1856, and finding a new mouth for itself far to the north-east of the present channel. A glance at a map of China will show what this would mean. The deterioration of the harbour has necessitated the removal of the last of the hulks which used to lie off the British Bund, and great inconvenience is now experienced in communicating with river steamers; the landing and shipment of heavy postal mails is attended with great difficulty; in bad weather conditions the risk is sometimes so great that delays are inevitable.

MOTOR SHIPS IN THE U. S.

It is somewhat surprising, in view of the enormous growth of the American shipbuilding industry during the war, that America should be so much behind European countries in the development of motor vessels. Comparatively few craft of this type have been turned out, owing mainly to the fact that hitherto there have been few, if any, manufacturers of large marine oil engines in the United States with sufficient experience to warrant orders for the machinery of large ships to be placed with them. American shipbuilders are, however, alive to the possibilities of the oil engine, and a number of vessels equipped with machinery of this type have recently been launched, while it is stated that the United States Shipping Board will probably place an order for many new motor vessels for which payment will be made out of the funds allocated by the United States Congress to the development of an efficient mercantile marine. The new motor ship Kennecott, which has just been placed in commission, is one of the largest vessels of the type ever built in America, and is the biggest oil-engined ship constructed on the Pacific Coast. She has been constructed by the Todd Drydock and Construction Corporation of Tacoma, and the machinery by McIntosh and Seymour, probably the leading firm in marine oil engine manufacture in America. The Kennecott is designed to carry 6,000 tons deadweight at a speed of 11 knots, and is 360-ft. in length overall, with a moulded breadth of 49-ft. 6-in. and a loaded draught of 23-ft. 3-in. Her guaranteed fuel consumption is 55 barrels per day, or between eight and nine tons. The Kennecott is a twin-screw vessel with two engines of the four-cycle type, each developing 1,200 h.p. or 900 b.h.p.

